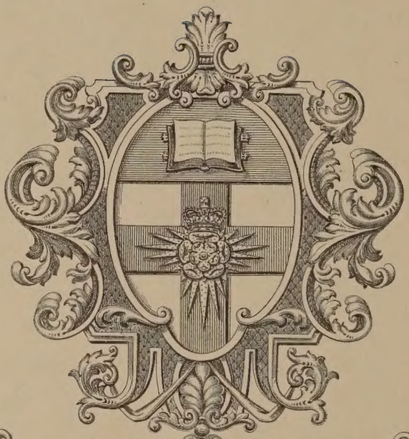
PARL. PAPERS
FOR REFERENCE ONLY.



University of London

605647

ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

— *(31.)* —

SLAVE TRADE.

Session

5 February —— *6 August* 1861.

VOL. LXIV.

1861.

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD HOPE, AND LOANDA;

REFORM CLUB
PALL MALL

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From April 1 to December 31, 1860.

Presented to both Houses of Parliament by Command of Her Majesty.
1861.

LONDON:
PRINTED BY HARRISON AND SONS.

2823

LIST OF PAPERS.

MIXED COMMISSION COURTS.

SIERRA LEONE.

No.		Date. 1860	Receipt. 1860	Subject.	Page
1.	H.M.'s Judge to Lord J. Russell	Apr. 13	May 14	Correspondence with Spanish Commissioner respecting appointment of M. Lesseps as Acting Spanish Arbitrator	1
2.	” ”	Apr. 18	May 14	Death of M. Carvalho. M. Lesseps will not at present act as Arbitrator	2
3.	Lord J. Russell to H.M.'s Judge	June 14	..	Concur in his views as to Spanish nomination of M. Lesseps as to Acting Arbitrator	3
4.	” ”	July 23	..	Spanish Government about to appoint a successor to M. Carvalho ..	3
5.	H.M.'s Judge to Lord J. Russell	June 30	Aug. 13	No case adjudicated in Mixed Courts during last half-year	3
6.	” ”	June 30	Aug. 13	No slaves emancipated and registered during last half-year ..	3
7.	” ”	July 2	Aug. 13	Half-yearly return of vessels adjudicated in Vice-Admiralty Courts	4
8.	” ”	Aug. 2	Oct. 12	Death of M. Bermudez, Spanish Acting Judge	6
9.	” ”	Sept. 30	Nov. 12	Annual Report on the Slave Trade.	6
10.	” ”	Oct. 8	Nov. 12	“ *Constancia,*” Uruguayan barque, brought before the Mixed Court, Governor Hill British Arbitrator .	7
11.	” ”	Nov. 1	Dec. 12	“ *Constancia*” condemned. Report on case	7
12.	” ”	Nov. 20	Dec. 12	Arrival of Spanish Judge in Mixed Courts	13
13.	H.M.'s Acting Judge to Lord J. Russell ..	Nov. 13	Dec. 12	Capture of slave-vessels, with 4,200 slaves, by United States' vessels .	13
14.	” ” ..	Nov. 21	Dec. 12	Capture of a slaver by Her Majesty's ship “ Espoir”	13

HAVANA.

No.		Date. 1860	Receipt. 1860	Subject.	Page
15.	Lord J. Russell to H.M.'s Commissioners ..	June 18	..	To make up Annual Report on September 30	14
16.	H.M.'s Acting Commissary Judge to Lord J. Russell	July 1	July 30	No case for adjudication before Mixed Court during first half of year 1860	14
17.	” ” ..	Sept. 30	Oct. 29	List of vessels sailed for coast of Africa since September 30 ..	14
18.	” ” ..	Sept. 30	Oct. 29	Annual Report on the Slave Trade.	19

CAPE OF GOOD HOPE.

No.		Date. 1860	Receipt. 1860	Subject.	Page
19.	H.M.'s Commissioners to Lord J. Russell ..	Jan. 26	Apr. 2	Report of three vessels condemned in Vice-Admiralty Court ..	23
20.	” ” ..	June 30	Sept. 1	No case adjudicated during half-year	24
21.	” ” ..	Sept. 29	Nov. 30	Annual Report on Slave Trade ..	24
22.	” ” ..	Oct. 30	Dec. 29	“ *Esperança.*” Report of condemnation of	24

LOANDA.

No.		Date. 1860	Receipt. 1860	Subject.	Page
23.	H.M.'s Commissioner to Lord J. Russell ..	Jan. 10	May 4	Brig, without colours or papers, captured by "Triton"	26
24.	" " ..	Jan. 15	May 4	American slaver "*Emily.*" Correspondence with Governor-General	26
25.	" " ..	Jan. 15	May 4	Return of emancipated slaves registered to the end of 1859 . ..	28
26.	" " ..	Jan. 20	May 4	Barque, with between 600 and 700 slaves, captured by "Triton" ..	29
27.	" " ..	Jan. 30	May 4	Arrival of the Portuguese brig "Pedro Nunes"	29
28.	" " ..	Feb. 1	May 4	Annual Report for 1859	29
29.	" " ..	Feb. 10	May 4	Arrival of the brigantine "*Wm. Taylor Hall.*" Correspondence with Governor-General respecting	30
30.	" " ..	Feb. 11	May 4	American brig "*Virginia*" captured by United States' corvette "Portsmouth"	31
31.	" " ..	Feb. 12	May 4	J. M. Pamplona; papers relating to, and proceedings taken against ..	31
32.	" " ..	Feb. 20	May 4	Barque, without colours or papers, captured by Her Majesty's ship "Archer"	42
33.	" " ..	Feb. 25	May 4	Proceedings of Her Majesty's cruizers	42
34.	" " ..	Feb. 25	May 4	Annual Report for 1859	48
35.	" " ..	Mar. 26	June 21	Receipt of despatch of the 4th of February respecting M. Menezes .	53
36.	" " ..	Mar. 29	June 21	Receipt of despatch respecting coasting trade	54
37.	H.M.'s Commissioners to Lord J. Russell ..	Apr. 30	Aug. 21	Appeal to Lisbon in case of J. M. Pamplona	54
38.	" " ..	June 30	Aug. 20	No cases adjudicated during the half-year	55
39.	H.M.'s Acting Commissioner to Lord J. Russell	Aug. 29	Nov. 12	Receipt of instructions as to Annual Report	55
40.	" " ..	Sept. 1	Nov. 12	Capture of a slaver, supposed "*Guadaloupe*"	56
41.	" " ..	Oct. 5	Dec. 1	Capture of "*Cora,*" with 705 slaves, by United States' ship "Constellation"	56
42.	" " ..	Oct. 31	Dec. 29	Captures by United States' squadron and Portuguese ship of war "Pedro V"	56

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No.		1859	1860		
43.	Commander Hewett to the Secretary to the Admiralty	Dec. 15	Apr. 2	Capture of "*Tavernier,*" with 519 slaves	59
		1860			
44.	Captain Courtenay to the Secretary to the Admiralty	Feb. 2	Apr. 4	Capture of "*W. H. Stewart*" by Her Majesty's ship "Archer" ..	60
45.	Commodore Edmonstone to the Secretary to the Admiralty	Feb. 19	Apr. 14	Boarding of "*George William Jones*" by "Arrogant"	60
46.	" " ..	Mar. 17	Apr. 21	Slave Trade in vicinity of Sierra Leone	61
47.	Lieutenant Burton to the Secretary to the Admiralty	Apr. 13	May 14	Capture of the "*Roanoke*" by Her Majesty's ship "Triton" . ..	62
48.	Lord Wodehouse to the Secretary to the Admiralty	May 23	..	Threatened attacks on the Abbeokutans. Suggestions as to course to be pursued	62
49.	Commodore Edmonstone to the Secretary to the Admiralty	May 1	June 14	"Brune" will stay at Lagos ..	63
50.	Lord Wodehouse to the Secretary to the Admiralty	June 22	..	Relative to the "Brune" being kept at Lagos	64
51.	Commodore Edmonstone to the Secretary to the Admiralty	May 4	..	Correspondence between Captain Courtenay and Flag Officer Inman respecting detention of "*Jehossee*"	64

No.	Date. 1860	Receipt. 1860	Subject.	Page
52. Commodore Edmonstone to the Secretary to the Admiralty	May 27	July 16	Report on Slave Trade on the West Coast of Africa	65
53. Commodore Edmonstone to Rear-Admiral Sir H. Keppel	Aug. 1	Sept. 4	Good understanding between him and the Commander of the United States' squadron	70
54. ” ” ..	July 25	Sept. 12	Report on African Slave Trade ..	70
55. Commander Raby to the Secretary to the Admiralty	Aug. 24	Oct. 18	Capture of "*Constancia*" by Her Majesty's ship "Alecto".. ..	75
56. Lieutenant Burton to the Secretary to the Admiralty	Sept. 10	Nov. 14	Boarding of the American barque "*Buck Eye*"	75
57. Commodore Edmonstone to the Secretary to the Admiralty	Oct. 2	Dec. 15	Report on Slave Trade and proceedings of Her Majesty's cruizers	76

EAST COAST OF AFRICA STATION.

No.	1860	1860	Subject.	Page
58. Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty	Sept. 4	Oct. 9	Capture of the "*Esperanza*" or "*Rosetta*," by Her Majesty's ship "Lyra"	77
59. ” ” ..	Aug. 12	Oct. 10	Capture of the "*Manuela*" by Her Majesty's ship "Brisk" . ..	79
60. Commander Oldfield to the Secretary to the Admiralty	June 30	Oct. 10	Traffic in slaves carried on between the coast of Africa and Comoro Islands, and North-West Coast of Madagascar	81
61. Captain Crawford to Rear-Admiral Sir H. Keppel	Aug. 22	Nov. 10	Report on Zanzibar, Madagascar, &c.	81
62. ” ” ..	June 30	Nov. 16	Slave Trade in the Mozambique .	81

Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to Lord J. Russell.—(Received May 14.)

My Lord, *Sierra Leone, April* 13, 1860.

I HAVE the honour to transmit to your Lordship the accompanying copies of two letters dated the 23rd ultimo, which have been addressed to me by Colonel Carvalho, the Spanish Commissioner in this Colony, in which he states that he had been instructed by his Government to recommend some person to fill temporarily the appointment of Arbitrator on the part of Spain in the Mixed Court, whenever the functions of Acting Judge may devolve upon M. Bermudez, the Spanish Arbitrator; and, further, that, in conformity with his recommendation, Her Catholic Majesty had approved the nomination of M. Alphonse Seignac Lesseps to the appointment in question.

I have also the honour to inclose a copy of the reply which I returned to Colonel Carvalho's communication, informing him that as such an appointment as that proposed to be conferred upon M. Seignac was not accordance with the stipulations of Article IX of Annex B to the Treaty between Great Britain and Spain, of the 28th of June, 1835, which Article contains explicit regulations as to the mode in which vacancies occurring in the Mixed Courts are to be filled up, it would be necessary for me to refer the matter for your Lordship's consideration.

M. Seignac Lesseps, the person referred to in the inclosed correspondence, is a Frenchman, and the manager of a branch establishment, in this Colony, of a French mercantile house; he is also at present in charge of the French Vice-Consulate.

I have, &c.
(Signed) G. SKELTON.

Inclosure 1 in No. 1.

Señor Carvalho to Her Majesty's Judge.

Sierra Leone, le 23 *Mars,* 1860.

JE viens de recevoir une dépêche de son Excellence M. le Ministre d'Affaires Etrangères à Espagne datée le jour 1 d'Octobre passé, qui me dit le suivant:—

"En ayant à la vue ce qui a manifesté votre antecessseur en sa dépêche datée le jour 20 de Mai dernier, sur la nomination d'Arbitre Espagnol dans le Tribunal Mixte constitué à cette Colonie là, et en attention aux

circonstances qui concurrissent à Don Manuel de Zea Bermudez, Vice-Consul de ce Consulat-Général, la Reine notre auguste Souveraine (que Dieu garde) s'a daignée vous autoriser pour que VS. lui conférit cette commission là. En m'ordonnant Sa Majesté vous prévient au même temps que vous désignez une personne de votre confiance pour remplacer à M. Zea Bermudez comme Arbitre, le jour où que, par quelque incident, celui-ci doit faire les fonctions de Juge. De Royal ordre je le dis à VS. pour sa connaissance et effets conséquents."

Et j'ai l'honneur, M. le Juge Anglais, de vous le transmettre pour votre connaissance et pour les effets qui sont de droit.

J'ai, &c.
Le Consul-Général,
(Signé) CARLOS CARVALHO.

Inclosure 2 in No. 1.

Señor Carvalho to Her Majesty's Judge.

Sierra Leone, le 23 *Mars*, 1860.

SON Excellence M. le Ministre d'Affaires Etrangères d'Espagne de Royal Ordre datée le 19 de Janvier dernier, me dit le suivant :—

"La Reine notre maîtresse, à laquelle j'ai rendu compte de la dépêche de VS. datée le 19 de Novembre dernier, s'a servie approuver la proposition faite par VS. en faveur de M. Alfonse Seignac Lesseps pour remplacer dans le charge d'Arbitre du Tribunal Mixte au Vice-Consul de ce Consulat là, quand celui-ci doit par quelque motif faire de Juge au même Tribunal."

Cette souveraine disposition de la Reine ma maîtresse, je l'ai déjà communiquée à M. Alfonse Seignac Lesseps pour qu'il en aie connaissance et il sache la commission qui lui est conférée.

Et j'ai l'honneur, Monsieur, de vous le transmettre pour les effets qui sont conséquents.

J'ai, &c.
Le Consul-Général,
(Signé) CARLOS CARVALHO.

Inclosure 3 in No. 1.

Her Majesty's Judge to Señor Carvalho.

Sir, *Mixed Commission, Sierra Leone, March* 28, 1860.

I HAVE the honour to acknowledge the receipt of your letter of the 23rd instant, in which you inform me that Her Catholic Majesty has been pleased to approve the appointment of M. Alfonse Seignac Lesseps to fill the place of Arbitrator on the part of Spain in the British and Spanish Mixed Court of Justice established in this Colony, whenever the duties of Acting Judge may from any cause devolve upon M. Bermudez, the Spanish Arbitrator in that Court.

I beg to state in reply that I have not received any communication on the subject from Her Majesty's Government; and that as Article IX of Annex B to the Treaty between Great Britain and Spain of the 28th June, 1835, contains no provision for such an appointment as the one in question, it will be necessary for me to refer the matter to Her Majesty's Secretary of State for Foreign Affairs, which I shall do by the first opportunity.

I have, &c.
(Signed) G. SKELTON.

No. 2.

Her Majesty's Judge to Lord J. Russell.—(Received May 14.)

My Lord, *Sierra Leone, April* 18, 1860.

I REGRET to have to report to your Lordship the death of my Spanish colleague, Colonel Carvalho, which took place on the 14th instant.

Owing to this melancholy event, M. Bermudez has assumed the functions of Her Catholic Majesty's Judge *ad interim* in the Mixed Court, and consequently the case has occurred in which M. Seignac Lesseps is empowered to assume the office temporarily of Acting Spanish Arbitrator, in pursuance of the Commission which has been conferred upon him by the Spanish Government, respecting which I had the honour to address your Lordship in my despatch of the 13th instant.

M. Bermudez has, however, informed me verbally, that he does not intend to press for the recognition of M. Seignac in the above capacity, but that he shall refer the question to his Government for further instructions.

I have, &c.
(Signed) G. SKELTON.

No. 3.

Lord J. Russell to Her Majesty's Judge.

Sir, *Foreign Office, June* 14, 1860.

I HAVE received, and referred for the consideration of the proper Law Officer of the Crown, your despatches of the 13th and 18th of April last, relative to the nomination of M. Seignac Lesseps to act as Arbitrator on the part of Spain in the British and Spanish Mixed Commission Court at Sierra Leone; and in reply I have to acquaint you that Her Majesty's Government concur in your opinion that such an appointment as that proposed to be conferred on M. Lesseps is not in accordance with the stipulations of Article IX of Annex B of the Treaty between this country and Spain of June 1835.

I inclose, for your information, a copy of a despatch on this subject which I have addressed to Her Majesty's Chargé d'Affaires at Madrid.*

I am, &c.
(Signed) J. RUSSELL.

No. 4.

Lord J. Russell to Her Majesty's Judge.

Sir, *Foreign Office, July* 23, 1860.

WITH reference to your despatches of the 13th and 18th of April last, and to my reply of the 14th ultimo, I transmit to you herewith, for your information, a copy of a despatch from Mr. Edwardes, Her Majesty's Chargé d'Affaires at Madrid,† from which you will perceive that as the Spanish Government are about to appoint a successor to the late M. Carvalho there will be no necessity for the services of M. Lesseps, as Acting Spanish Arbitrator at Sierra Leone.

I am, &c.
(Signed) J. RUSSELL.

No. 5.

Her Majesty's Judge to Lord J. Russell.—(Received August 13.)

My Lord, *Sierra Leone, June* 30, 1860.

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.
(Signed) G. SKELTON.

No. 6.

Her Majesty's Judge to Lord J. Russell.—(Received August 13.)

My Lord, *Sierra Leone, June* 30, 1860.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently that none have been registered by the Courts of Mixed Commission at this station during the half-year ending this day.

I have, &c.
(Signed) G. SKELTON.

---

* Class B, No. 88.

† Ibid., No. 95.

No. 7.

Her Majesty's Judge to Lord J. Russell.—(*Received August* 13.)

My Lord, *Sierra Leone, July* 2, 1860.

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony during the half-year ending on the 30th of June last, under the Acts 5th George IV, cap. 113, and 2nd and 3rd Victoria, cap. 73.

I have, &c.

(Signed) G. SKELTON.

Inclosure in No. 7.

Return of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1860.

Name of Vessel.	Flag.	Name of Master.	Date of seizure.	Where captured.		Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
			1859	Lat.	Long.			1860				Tons.				
1. El Rosorito ...	None ...	José Garcia	Dec. 13	1° 40′ N	11° 35′ W.	Brigantine, stores, and moneys	Wm. Edmonstone, Her Majesty's ship "Arrogant"	Jan. 4	...	...	...	$172\frac{84}{100}$	Forfeiture .	2 & 3 Vict., c. 73	Vessel broken up; materials and effects sold at public auction; proceeds paid into Treasury chest	This vessel was fully equipped for the Slave Trade; she had neither papers nor colours at the time of seizure.
2. Unknown ...	None ...	Morie Cearay	1860 Feb. 21	Off Tagreen, in the Sierra Leone river		Canoe and 34 slaves	Thomas Pike, Esq., Harbour-master	Mar. 1	34	...	34	...	Ditto ...	5 Geo. IV, c. 113	Canoe and effects sold by public auction; proceeds expended on Marshal's disbursements and fees	
3. Unknown ...	None ...	Unknown	Apr. 13	3° 25′ N.	11° 1′ W.	Ship and stores ...	R. H. Burton, Her Majesty's ship "Triton"	Apr. 25	...	...	...	$385\frac{78}{100}$	Ditto ...	2 & 3 Vict., c. 73	Vessel broken up; materials and effects sold at public auction; proceeds paid into Treasury chest	This vessel was fully equipped for the Slave Trade; she had neither papers nor colours.

Sierra Leone, July 2, 1860.

(Signed) GEO. W. NICOL, *Registrar.*

No. 8.

Her Majesty's Judge to Lord J. Russell.—(Received October 12.)

My Lord, *Sierra Leone, August* 2, 1860.

IT is my painful duty to inform your Lordship of the death of M. Manuel de Zea Bermudez, Her Catholic Majesty's Vice-Consul and Acting Judge of the British and Spanish Mixed Court in this Colony, which took place on the 30th ultimo.

Owing to the decease of M. Bermudez, the Spanish Government are again left without a Representative in the Mixed Court of Justice.

I have, &c.
(Signed) G. SKELTON.

No. 9.

Her Majesty's Judge to Lord J. Russell.—(Received November 12.)

My Lord, *Sierra Leone, September* 30, 1860.

I HAVE the honour to lay before your Lordship my Report for the current year up to the present date, with such information respecting the Slave Trade generally on this coast as I have been able to procure.

During the above period no case has been adjudicated by the British and Foreign Mixed Courts of Justice established in this Colony; the total number of cases adjudicated and of slaves emancipated by those Courts remains, therefore, the same as at the date of my last Annual Report.

During the present year two vessels have been condemned by the Vice-Admiralty Court in this Colony under the Act 2 & 3 Vict., cap. 73, on the ground of being fully equipped for the Slave Trade. Both these vessels were captured at sea in the Gulf of Guinea on their way to the slave coast: one of them, "*El Rosarito*," was evidently a Spanish vessel, and was commanded by a Spaniard, but was without colours or papers at the time of seizure; the other had neither name, colours, nor papers. The latter vessel was captured in April last, and since that date no vessel detained by Her Majesty's cruizers on this coast has been brought to Sierra Leone for adjudication.

Besides the above cases one native canoe, with 34 slaves on board, captured in February last in the Sierra Leone river within British jurisdiction, has been condemned in the Vice-Admiralty Court.

As I have not heard that any of these native canoes conveying slaves are supposed to have escaped the vigilance of the Colonial authorities, and to have passed through British waters, it may be assumed that the case above referred to is the only one which has occurred during the present year, and this is a gratifying contrast to the number of cases of the kind which took place during the year 1859, when, as I stated in my last Annual Report, nine canoes of this description were captured, having on board an aggregate of 336 slaves; the great diminution in this domestic Slave Trade is, no doubt, to be attributed to the cessation of the wars which were waged during last year amongst the native tribes in the vicinity of this Colony.

I am not in possession of any particulars as to the number of vessels which have been captured by Her Majesty's squadron on this coast during the present year, and sent to St. Helena or elsewhere for adjudication, nor as to the number of slaves supposed to have been carried away; I have, indeed, heard the number of these latter stated as amounting to from 15,000 to 20,000 up to the end of last May, but this statement is, probably, an exaggeration, though there is no doubt that the Slave Trade has been, as compared with last year, on the increase rather than otherwise.

The Slave Trade on this coast during the present year has been confined to the same localities as hitherto, namely, Whydah and the territory of the King of Dahomey in the Bight of Benin, and to the Congo and its neighbourhood on the South Coast.

The cruizers of the United States on this coast have recently been acting with decision in the suppression of the Slave Trade under the American flag. Five or six American vessels, two of them with large cargoes of slaves on board, have within the last few months been captured by American cruizers, and sent, together with their crews, to the United States for adjudication.

It is earnestly to be hoped that the Government of the United States will persevere in this determination to suppress the Slave Trade under their flag; if the slave-dealers are effectually deprived of the cover which has hitherto been afforded to them by the fraudulent use of the American flag, the difficulty of conducting their operations with safety and success will be enormously increased.

I have, &c.
(Signed) G. SKELTON.

No. 10.

Her Majesty's Judge to Lord J. Russell.—(Received November 12.)

My Lord, *Sierra Leone, October* 8, 1860.

I HAVE the honour to report to your Lordship that the Monte Videan barque "*Constancia,*" detained by Her Majesty's steamer "Alecto," Commander Raby, on a charge of being equipped for the Slave Trade, was brought before the British and Uruguayan Mixed Court of Justice in this Colony, on the 5th instant.

In the absence of an Uruguayan Commissioner, and of an Arbitrator on the part of Her Majesty, it became necessary for the Governor to assume the functions of British Arbitrator in order that the Court might be properly constituted to try the case, and Colonel Hill accordingly took the requisite oath of office on the above date.

I have, &c.
(Signed) G. SKELTON.

No. 11.

Her Majesty's Judge to Lord J. Russell.—(Received December 12.)

(Extract.) *Sierra Leone, November* 1, 1860.

WITH reference to my despatch of the 8th ultimo, reporting that the Monte Videan barque "*Constancia*" had been brought before the British and Uruguayan Mixed Court of Justice on a charge of being equipped for the Slave Trade, I have now the honour to report that that vessel was condemned in this Court on the 29th ultimo, and to transmit to your Lordship copies of the proceedings in the case.

The "*Constancia,*" Juan Rodriguez master, with a crew of twelve men, and one passenger, was detained in the Cameroon river on the 15th of August last by Commander Raby, of Her Majesty's steam-sloop "Alecto;" the crew, composed of Americans and Portuguese, and the passenger, having been at their own request landed on the coast, the "*Constancia,*" with the Master on board, was sent to this Colony and brought before the Mixed Court of Justice on the 5th ultimo, and was condemned on the 29th ultimo, as having been at the time of her detention equipped for and engaged in the illicit Traffic in Slaves.

It appears from the ship's papers that the "*Constancia*" was formerly the American barque "*White Cloud,*" and that she was purchased at the Havana in May last by Antonio Jurue, an Uruguayan citizen, when her name was changed to the "*Constancia;*" and that she cleared from the Havana for Monte Video on the 17th of May last, with a cargo consisting of aguardiente, bales of cloth, and general merchandise, amongst which thirty water-casks, 8,000 feet of pine planks, and a number of buckets are entered on the manifest.

On the 15th of August, three months after sailing from the Havana on her ostensible voyage to Monte Video, the "*Constancia*" was detained in the River Cameroon on the west coast of Africa, having on board, as appears from the Report of the Surveyors, the following articles of Slave Trade equipment, viz., planks sufficient to form a slave deck, containing an area of 1,754 superficial feet, with all the other materials requisite for constructing such deck; a large quantity of rice, calavances, and biscuit, much more than requisite for the use of the crew of the vessel; a number of buckets adapted for mess-kids, such as are used to hold food for slaves; and finally water-casks, part full and part empty, the whole capable of containing 8,312 gallons of water, a quantity enormously in excess of what would be required for the use of the crew of the vessel as a merchant-vessel.

A paper was laid before the Court by the capturing officer, which he stated that he had received from King Bell, of the River Cameroon, and which purports to be an agreement between King Bell and Antonio Romanse, the supercargo of the "*Constancia*" (a person doubtless identical with the "passenger," whose name is merely stated as Antonio in the proceedings), for the delivery to the latter of 400 slaves in return for goods received. I have the honour to foward a copy of this document.

No claim was put in before the Court on behalf of the owner for the restoration of the "*Constancia*," and the master absconded after having been examined on the usual standing and special interrogatories.

After due consideration of all the foregoing circumstances the Court were of opinion that it was conclusively established by the evidence that the "*Constancia*" was, at the time of her detention, engaged in the Slave Trade, and that her clearance from Havana for Monte Video was a blind, under cover of which her Slave Trade equipment might be entered on the manifest as cargo, and her real destination might be concealed. The Court accordingly, by Decree of the 29th of October, pronounced the "*Constancia*" good prize to the Crown of Great Britain and to the Republic of Uruguay.

Inclosure 1 in No. 11.

Judgment in the case of the barque "Constancia."

THE case in which the Court is now called upon to pronounce judgment is that of the Uruguayan barque "*Constancia*," detained on the 15th of August last by Her Majesty's steamer "Alecto," in the Cameroon river, on a charge of being equipped for and engaged in the Slave Trade, in contravention of the Treaty of the 13th of July, 1839, between Great Britain and the Republic of the Uruguay.

It appears from the ship's papers, and from the evidence which has been adduced, that the "*Constancia*," formerly the American barque "*White Cloud*," but now the property of Antonio Jurue, an Uruguayan citizen, cleared from the Havana on the 17th May last, for Monte Video, with a cargo consisting of aguardiente, bales of cloth, and general merchandize, amongst which thirty water-casks, 8,000 feet of pine planks, and eight bundles of buckets, are entered on the manifest. On the 15th August the "*Constancia*" was detained in the Cameroon river on the West Coast of Africa, having on board, as appears from the Surveyor's report, planks sufficient to form a slave-deck containing an area of 1,754 superficial feet, with all the other materials requisite for constructing such deck, together with a large quantity of rice, calavances, and biscuit, very much more than requisite for the crew of the vessel, and being such food as is usually provided for slaves; also a number of buckets fit to be used as mess-kids for slaves, as well as casks containing 6,832 gallons of water, and empty casks capable of holding 1,480 gallons more, the whole capable of containing 8,312 gallons, a quantity enormously in excess of what would be required for the use of the crew of the vessel as a merchant-vessel. A paper has been laid before the Court by the capturing officer which he received from King Bell of the Cameroon river, and which purports to be a contract between Antonio Romanse, the supercargo of the "*Constancia*," and King Bell, and is signed by both those parties, by which King Bell engages to deliver to the above-mentioned Antonio Romanse, 400 slaves in return for goods received. This document has every appearance of being genuine, and as there is no claimant in this case, its authenticity has not been denied, nor has any explanation been offered respecting it. It appears, then, that this vessel, which left Havana on the 17th May for Monte Video, was detained three months afterwards in the River Cameroon on the West Coast of Africa with four distinct articles of Slave Trade equipment on board, viz., materials for the construction of a slave-deck, an excessive quantity of water and of provisions, and mess-kids for feeding slaves. This accumulation of evidence against the "*Constancia*" must necessarily afford conclusive proof that she was engaged in the Slave Trade, unless the Master can prove satisfactorily that notwithstanding the suspicious circumstances of the case, his vessel was at the time of her detention engaged in lawful commerce; but the Master of the "*Constancia*" has put in no claim for her restoration and has not attempted to reply to the evidence adduced against her. We will, however, take into consideration the statements which he has made in answer to the standing special interrogatories relative to the voyage of the "*Constancia*," and to his knowledge of the commercial transactions in which she was engaged. The Master states that the command of the vessel was given by Antonio Jurue, two hours before sailing from the Havana, but that he does not know the name of the owner, and that although no one on board but himself had any control over the vessel or the cargo, he does not know who were the laders or owners of the cargo, or who were the consignees at the port of destination; all these statements are manifestly incompatible with the fact of the vessel being bound on a legal voyage from Havana to Monte Video. With regard to the voyage of the "*Constancia*," the master simply states that whilst proceeding to Monte Video she sprang a leak, and encountering contrary winds he put into the nearest port for repairs, that port being the River Cameroon, the course of the vessel having been altered by advice of the two American pilots, or mates; this attempt to account for the deviation of the vessel from her ostensible course is too absurd to require comment. Taking into consideration all the circumstances of this case, the Court is of opinion that it is conclusively established by the evidence that the "*Constancia*" was at the time of her detention engaged in the illicit Traffic in Slaves, and that her clearance from the Havana for Monte Video was a blind, under cover of which her slave plank and water-casks might be entered on the manifest without question, and her real destination, the Coast of Africa, might be concealed. We, therefore, condemn the barque "*Constancia*," together with her cargo, equipment, and stores, as good prize to the Crown of Great Britain and to the Republic of the Uruguay.

(Signed) G. SKELTON.
STEPHEN J. HILL.

Inclosure 2 in No. 11.

Evidence in the case of the barque "Constancia."

Captor's Declaration.

I, THE Undersigned, Henry James Raby, holding the rank of Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Alecto," duly authorised by the Treaty between Great Britain and Monte Video, dated the 13th of July, 1839, for the suppression of the Slave Trade, do hereby declare that on the 15th day of August, 1860, being in the Cameroon river, I seized the barque "*Constancia*," whereof Juan Rodrigues is master, for having violated the said Treaty; and I further declare that the vessel had on board, at the time of seizure, a crew of thirteen persons, no passengers, and no slaves. And I do also declare that I found this vessel in the following state: moored off King Bell's Town, River Cameroon, with a quantity of shingle ballast on board, unusual for a merchant-vessel to have with a full cargo, 36 puncheons of fresh water, each capable of holding about 300 gallons of water, stowed underneath such of her cargo as was left on board in such a manner as to elude observation of a superficial observer. Remainder of cargo consisted of a great number of bags of rice and calavances, and several casks of beef: her sides were fitted with scantling for laying the end of a slave-deck, a quantity of spike nails, also four or five dozen pails, such as are usually used for feeding slaves out of.

Given under my hand, this day of August, 1860.

(Signed) HENRY J. RABY, *Commander, Her Majesty's ship "Alecto."*

Affidavit of Seizure.

In the British and Uruguayan Mixed Court of Justice, Colony of Sierra Leone.

Our Sovereign Lady the Queen against the barque or vessel "*Constancia,*" whereof Juan Rodrigues was master, her tackle, apparel, and furniture, and the goods, wares, and merchandize on board the same, taken by Her Majesty's steam-ship "Alecto," Henry James Raby, Esq., Commander, and against all persons in general having any right, title, or interest therein.

I, John E. Stokes, Lieutenant of Her Majesty's steam-ship "Alecto," Henry James Raby, Esq., Commander, being duly sworn, make oath and say as follows:—

1. That the said Commander is duly authorised and empowered, according to the Treaty entered into between Great Britain and Uruguay, signed at Monte Video the 13th of July, 1839, by a warrant from the Lords Commissioners of the Admiralty, to make seizures of Monte Videan vessels engaged in and equipped for the Slave Trade.

2. That on the 12th day of August last the said Commander received a letter from Her Majesty's Acting Consul for the Bight of Biafra, informing him that he had seen a suspicious barque, under Monte Videan colours, laying in the Cameroon river, and that he had ascertained from King Bell of Bonny that she had come to the coast for shipping slaves, and that the supercargo had landed the greater part of the cargo under a contract entered into with King Bell, and upon receiving this information while they were lying at Lagos they proceeded at once to the Cameroon river, where they arrived on the 15th day of August last; and being obliged to anchor when nine miles off King Bell's Town the Commander detached the gig and whale-boat under the orders of Mr. Kelsall, the senior Lieutenant of Her Majesty's said steam-ship, who, upon his return, reported to the said Commander that he had taken possession of the said barque as he found her equipped for the Slave Trade; and, on arriving off King Bell's Town a few hours after, the said Commander proceeded on board and seized the said barque by reason of her being engaged in and equipped for the Slave Trade, contrary to the provisions of the before-mentioned Treaty between Great Britain and Uruguay.

3. That it was subsequently ascertained the said vessel was the late American barque "*White Cloud,*" which had cleared from the Havana on the 16th of May last for Monte Video and Buenos Ayres, and that the name "*White Cloud*" was still visible on her stern, although it had been painted over.

4. That I was subsequently placed on board the said barque to take charge of her as prize officer; and upon inspecting her hold, I ascertained she had the following articles of Slave Trade equipment in it, viz.:—about 134 pieces of loose plank and poles laid across the hold, fitted for forming a second or slave-deck; about 150 bags of rice and calavances; 50 casks of salt fish, and 60 casks of coarse biscuit, being an extraordinary quantity of provisions beyond what would be requisite for the use of the crew of the vessel as a merchant-vessel; about 36 large water-casks, capable of containing 120 gallons of water each, more or less, being an extraordinary quantity; no certificate having been produced by the master from the Custom-house at the place from which he cleared outwards, stating that security had been given by the owners of such vessel that such extra quantity of casks should only be used for the reception of palm oil, or for other purposes of lawful commerce; about 40 mess-tubs and buckets, being a greater quantity than was requisite for the use of the crew of the vessel as a merchant-vessel.

5. That the papers now produced, which were given or delivered up to the said Commander by the said master, are the whole of the documents, letters, and writings, found on board the said vessel at the time of her seizure; and that the whole of the said papers herein referred to are now brought and delivered up in the same plight and condition as when received by me from the said Commander, without any fraud, addition, subtraction, alteration, or embezzlement whatever, save the numbering and marking thereof, and which are hereunder specified and described, namely:—

(1.) List of crew.
(2.) Pass from Consul at Havana.
(3.) Manifest of cargo.
(4.) Bill of health.
(5.) Letter addressed to Monte Video, containing copy of the manifest of cargo.
(6.) Letter, forwarding papers of "*Constancia,*" formerly "*White Cloud.*"
(7.) Log-book.
(8.) Memorandum of list of cargo.

6. That as the greater portion of the cargo had been landed previously to the seizure of the said barque, and was in the possession of King Bell, the Commander sent to him, and directed him to re-embark the whole of it, which he accordingly did, after allowing him to retain his customs, and sufficient to cover the expense of landing and reshipping the cargo.

7. That the several documents relating to the capture, namely, a declaration of the equipment, a declaration of the seizure, a declaration with the list of the crew, and a certificate of the papers found on board, are, to the best of my knowledge and belief, true and genuine.

8. That the paper writing marked No. 9, now also produced, was delivered up to the Commander by King Bell, which purports to be a contract entered into between King Bell and the supercargo of the said barque, for the purchase of 400 slaves, and which paper-writing is now delivered up in the same plight and condition as when received by me from the said Commander.

9. That upon my being sent on board the said barque in the evening of the 15th day of August, I found the master and two of the mates on board, who were left there to be brought up to this port; but on our calling at Fernando Po on the passage up, the two latter deserted from the vessel; the remainder of the crew, ten in number, having been previously sent on shore at Bonny at their own request.

10. Lastly, that no change has taken place in the said barque since the time of seizure save and except the use of provisions, fuel, and water, on the passage up, and the desertion of the two mates, as aforesaid, the master having been brought to this port, where I arrived in the said barque on the 3rd day of October instant.

(Signed) JOHN E. STOKES, *Lieutenant, R.N.*

On the 5th day of October, 1860, the said Lieutenant John E. Stokes was duly sworn to the truth of this affidavit.

Before me,
(Signed) WM. SMITH, *Registrar.*

Examination of the Master on standing and standing special interrogatories.

In the case of the Uruguayan barque "*Constancia,*" Juan Rodrigues master, Saturday, October 6, 1860.

Juan Rodrigues, master of the said vessel, being produced, sworn, and examined on standing and standing special interrogatories, deposeth and saith as follows, viz.:—

That he was born in Bilbao, in the Province of Vizcaya in Spain. Has always resided in Bilbao. Is a Spanish subject, and has never been the subject of any other State. Is not married. Don Antonio Jurue appointed witness to the command of the detained vessel. He lives in Havana. Witness does not know of what State he is a subject. Possession of the vessel was delivered to witness at Havana by the said Antonio Jurue on the 17th or 18th of May last. He knew the vessel only two hours before she sailed from Havana, when and where he first saw her. Does not know where she was built. Witness was present at the time of seizure. Does not know for what reason she was detained. Sailed under Monte Videan colours, and had no others. That the name of the detained vessel is "*Constancia.*" Has borne that name since he has known her. Does not know whether she has been called by any other name. Witness thinks she is about 300 tons burthen. There were twelve officers and mariners on board, exclusive of witness. They were Americans, English, Portuguese, Cubans, and Dutch. Does not know who hired and shipped them; but found them on board when he took charge of the vessel at Havana in May last. He does not know whether any of the officers or mariners on board had any share or interest in the vessel and her lading. Was master on board. There was one passenger by the name of Don Antonio, whom witness found on board at Havana. He is a Spaniard, and believes he is a mariner. Don Antonio was bound to Monte Video, but does not know upon what business. The said passenger had no authority or concern, directly or indirectly, respecting the detained vessel. The voyage began at Havana, and was to have ended either at Monte Video or Buenos Ayres. Havana was the last clearing port. The detained vessel was proceeding to Monte Video when she sprung a leak, and encountering with contrary winds she was put into the nearest port for repairs, which was the River Cameroons. The course of the vessel was altered by the advice of the two American pilots under whose management she sailed. The whole of the cargo was landed at Cameroons for the purpose of caulking the vessel. With the advice of the two American pilots, the cargo was placed under the care of King Bell while the vessel was being repaired. The capturing-vessel was first seen in the River Cameroons on the morning of the 15th August last, on which day the "*Constancia*" was detained. She was at anchor at the time. There are no guns mounted on board, neither were there any arms or ammunition. No resistance was made at the time of capture, nor were there any instructions to destroy, conceal, or refuse to deliver up any of the ship's papers. Witness does not know the name of the owner of the detained vessel. He only saw him twice for a few hours in Havana. Thinks he resides in that place, but is not certain. Does not know of what nation he is a subject. He does not know whether there was any bill of sale, nor the price paid for the vessel. Believes that if she is restored she will belong to the owner mentioned in the ship's papers. That the cargo having been shipped in Havana by the two American pilots previous to witness joining the vessel, he does not know who were the laders, owners, and consignees of it, nor on whose account and benefit. He does not know the lading of the vessel on her last voyage, nor where it was shipped. The present cargo consists of aguardiente, bales and boxes of merchandize, iron bars, water-casks, and boards, which witness saw landed in Cameroons. Witness believes that all the papers found on board the detained vessel are entirely true and fair. Knows of nothing to affect their credit. None of the papers that were on board the vessel at the time she took her departure from the last clearing port, and previous to capture, have been burnt, torn, thrown overboard, destroyed, cancelled, or made away with. There are no papers relative to the vessel and cargo in any other country to witness's knowledge. He does not know whether there was any charter-party. Witness does not know whether the vessel and cargo are insured. Bulk was broken at Cameroons, where all the cargo was landed. No slave or slaves have been put on board for the purpose of the Traffic in Slaves during the voyage. That all the cabin stores, sails, and a boat of the detained vessel were taken to Her Majesty's steamer "Alecto" at the time of seizure. That since the "*Constancia's*" arrival at this port, the prize officer has taken from her a boat-load of provisions to Her Majesty's steamer "Prometheus." Witness also missed one of the boats of the vessel this morning. He does not know the rank of the officer who conducted the search. He has been well treated.

Standing Special Interrogatories.

The hatches of the vessel are not fitted with open gratings. The combings of the hatchways are not bored, nor are there any iron bolts or bars to fit them. There are no bulk-heads in the hold of the detained vessel. The cabin and forecastle are on deck. There are no bunks. That there are spare planks on board, but cannot tell the quantity. They are entered on the manifest as part of the cargo. There is no slave-deck laid. There are no shackles, bolts, or handcuffs on board. Witness thinks there are thirty-six water-casks on board. Had no other means of carrying water. He does not know what these casks are capable of containing, but they were required for the use of the crew. Thinks there were ten or twelve pipes of water on board at the time of capture. There are only two mess-tubs on board for the use of the officers and crew. There are no copper or iron boilers on board, but there is one saucepan. There are calavances, rice, biscuit, and salt-beef on board; witness cannot tell what quantity. They form part of the cargo.

(Signed) JUAN RODRIGUES.

This examination was taken, and the truth thereof sworn to, through the interpretation of Alexander Boucaud, who was first duly sworn faithfully to interpret between the parties in this cause.

(Signed) ALEXANDER BOUCAUD.
Before me,
(Signed) WM. SMITH, *Registrar.*

Prize Officer's Affidavit.

In the British and Uruguayan Mixed Court of Justice, Colony of Sierra Leone.

In the case of the barque "*Constancia,*" Juan Rodrigues master.

I, John E. Stokes, Lieutenant of Her Majesty's steam-ship "Alecto," and prize officer of the said barque, make oath and say, as follows:—

1. That in the answer of Juan Rodrigues, the master of the said barque, to the 23rd Interrogatory, he has stated that several articles were taken from the said barque at the time of her seizure, and that other articles were also taken from her and sent on board Her Majesty's ship "Prometheus" since her arrival in this port; and, in reply to these statements, I declare that I never saw any cabin stores whatever removed from the said barque, neither do I believe that any were taken from her by the "Alecto" at the time of seizure. I was not sent on board the said barque until the evening of the 15th of August last, and she was detained by the "Alecto" about 2 o'clock in the afternoon, and between that time and my leaving the "Alecto" nothing whatever came on board of her from the said barque, and, after I took charge, nothing could have been removed from her without my knowledge.

2. That a small dingy and three studding sails were taken from the barque on her arrival at Fernando Po, and were detained on board the "Alecto."

3. That the boat-load of provisions alluded to by the said master consisted only of the articles hereinafter mentioned. The officers of Her Majesty's ship "Prometheus" applied to me for a barrel of flour, stating that they could not purchase that article on shore. I therefore allowed them to take it, and also a bag of calavances, intending to enter the same in the inventory to be taken with the Marshal.

4. That the boat, which was fastened to the ladder at the side of the vessel for ship's use, went adrift during the night of Friday last, which the said master well knew of, of which I informed both the Marshal and Mr. Dougan, and I was requested by the latter gentleman to note the circumstance in the inventory when taken.

(Signed) JOHN E. STOKES, *Lieutenant, R.N.*

On the 12th day of October, 1860, the said Lieutenant John E. Stokes was duly sworn to the truth of this affidavit.

Before me,
(Signed) WM. SMITH, *Registrar.*

Report of Survey.

In the case of the barque "*Constancia,*" whereof Juan Rodrigues was master.

To their Honours the Judges of the said Court.

In pursuance of a Commission of Survey and Inspection to us directed dated the 8th day of October, 1860, we proceeded on board the said vessel "*Constancia*" on the 16th day of October (she having been reported ready for inspection on the 15th), when we inspected everything, as far as we could go on, a large quantity of stone ballast being in the bottom of the vessel; this we requested the Marshal to have removed, to enable us to search the vessel throughout.

On the 18th of October we again proceeded on board the said vessel, and carefully and minutely examined and surveyed every part of the said vessel.

On the 20th of October we proceeded to the yard and stores of the Marshal, where we carefully and minutely examined and surveyed that part of the equipment which we were informed, and verily believe, was landed from the said vessel by the Marshal of the said Court; the whole being done in accordance with the instructions laid down in the said Commission, particularly as regards Article IX of the Treaty between Her Britannic Majesty and the Oriental Republic of Uruguay, signed at Monte Video on the 13th day of July, 1839, and do report as follows, viz.:—

1. We found main and fore hatchways with close hatches, usual in merchant-vessels; we also found two openings or scuttles, one in the after cabin and one abaft the cabin round-house, leading down into the store-room under the cabin, which is abaft the only bulk-head in the vessel; also one fore-scuttle or opening leading down into the chain-locker, and as the chain-locker is not boarded up to the deck, it would serve as a ventilator to the fore-hold.

2. We found only one division or bulk-head, that separating the store-room under the cabin from the main hold, which is otherwise clear fore and aft, the captain's and sailors' cabins being on deck, and contained in after and fore round-houses.

3. We found in the yard of the Marshal, stated by him to have been landed from the said vessel "*Constancia,*" 162 pine boards, averaging thirteen feet in length by ten inches in width, and one and a quarter inch in thickness, equal to 1,754 feet superficial measure; and we found in the same yard, also stated by the Marshal to have been landed from the said vessel, eight rough spars, one side of each of which is straightened, as if for the reception of a deck, and are respectively of the length of 20 feet, 21 feet 1 inch, 20 feet 9 inches, 20 feet 6 inches, 19 feet, 10 feet, 10 feet, and the eighth spar being partly under the spirit casks stowed away in the Marshal's stores, we were unable to measure it, but it appeared to be equal to the longest of those we did measure, averaging a girth of about sixteen inches; these beams are numbered on the straight surface sides, but we did not find corresponding numbers on the sides of the vessel, and we found a thick plank or stringer on each side of the hold, built with the vessel, at an average distance of 5 feet 4 inches from the under part of the upper deck, and projecting 3 inches from the ceiling or sides of the vessel, and well adapted to lay temporary beams upon for the purpose of laying a slave-deck, and leaving abundance of room underneath for water and provisions; and although the spars or beams we measured are not of sufficient length to go across the broadest part of the hold, which is about 23 feet 4 inches, it was very easy to supply the few longer beams required either from the shore or from the spare spars, of which there are several on board; supposing a deck to be laid from the only and after bulk-head to the stem, the superficial surface, excluding masts, pump-well, and chain-locker, would give as nearly as possible the superficial contents of the boards we found; we also found a box containing about 150 lbs. weight of mixed spikes and nails, well adapted for fastening such a deck, and such as is common in slave-vessels.

4. We found no handcuffs, bolts, or shackles.

5 and 6. We found twenty-six pipes of water in the hold, containing 6,832 gallons of fresh water, and four water-casks on deck capable of containing 400 gallons; and we found in the Marshal's charge on shore, which we were assured by him were brought on shore from the said vessel, six water-casks capable of containing 140 gallons each, and two water-casks capable of containing 120 gallons each; these eight casks being capable of containing 1,080 gallons, and the whole, viz., twenty-six casks in the hold, containing 6,832 gallons of fresh water, twelve water-casks empty on board and on shore capable of containing 1,480 gallons, in all, 8,312 gallons, old measure, being a much larger quantity of water and of water-casks than is necessary for the use of a vessel engaged in lawful trade.

7. We found no wooden mess-tubs or kids, but we found thirty-two small painted buckets, such as are brought

out in American vessels for sale; these would answer well for mess-kids to eat out of, and as the quantity is too few for mercantile purposes it is but reasonable to suppose they were intended for that purpose; eleven tin pannikins and six poopoo-tubs such as are usual in slave-vessels.

8. We found the cooking place in the after part of the round-house appointed for the sailors, being such as is usual in merchant-vessels; connected with this, we found two iron boilers capable of containing nine gallons each, but at sea, and with much motion of the vessel, would not contain more than six or seven gallons, one tin boiler (leaky) capable of containing five gallons, but with much motion not more than three to four gallons, and one large tin tea-kettle, the whole not being more than sufficient for the use of the crew as a merchant-vessel.

9. We found in the stores of the Marshal, which he stated he had landed from the said vessel, forty-eight bags of rice, a full bag weighing 200 lbs., but as many of the bags were partly rotten and empty, we consider an allowance of one-eighth will be fair, both as respects the rice and calavances.

	lbs.	lbs.
48 bags of 200 lbs.	9,600	
Deduct one-eighth	1,200	
		8,400
54 bags of calavances in the same condition, a full bag weighing 170 lbs.	9,450	
Deduct one-eighth	1,181	
		8,269
78 casks of biscuit	Gross 178	
	Tare 52	
	Net 126	
		9,828

These articles being very much more than is requisite for the use of the crew of such a vessel, and are such as are usual in slave-vessels.

We also found ten barrels of salt provisions, eleven large cases of cod-fish not in good order, sixty-six small cases of smoked herrings ditto, a small quantity of split peas, coffee, olive oil in jars, &c.; a part of these were evidently for the use of the crew, a part for sale, and a part (the cod-fish) might be used for seasoning food for slaves, as cod-fish in tubs and cases has been frequently found in vessels which have been captured with slaves, and brought to this Colony for adjudication.

The said vessel the "*Constancia*" is barque-rigged; there is nothing peculiar about her construction; is apparently American built. She is an old vessel, and her keelson being decayed a strengthening piece or rider has been placed upon the top of the old keelson; this has been done at least several months ago, as we took a piece of it off to ascertain the fact; she is not leaky, nor have any recent repairs been done to her, neither does she appear to require any (except she was rebuilt). Her cargo consists principally of rum, a few bales of common cotton goods, apparently American manufacture, some iron bars, and cutlasses; plainly showing that a part of it must have been landed, as there is neither sufficient cargo on board for the purpose of lawful commerce, nor for the purchase of slaves.

And we do hereby declare that we have taken this survey, as minutely, impartially, and correctly as we were able to do, and that we are ready to make oath to the same if required.

Given under our hands at Freetown in the Colony aforesaid, this 26th day of October, 1860.

(Signed) JOHN McCORMACK, THOS. PIKE, } *Surveyors.*

On the 27th day of July, 1860, John McCormack and Thomas Pike were respectively sworn to the truth, impartiality, and correctness of the foregoing survey.

Before me,
(Signed) Wm. Smith, *Registrar.*

Inclosure 3 in No. 11.

Description of the Ship's Papers in the case of the barque "Constancia."

1. PASSPORT from the Uruguayan Consul at Havana, J. Pedemonte, for the barque "*Constancia,*" of 325 tons burthen, sold to Don Antonio Jurue, a citizen of the Republic of the Uruguay, dated at Havana, May 15, 1860.

2. Muster-roll for the said vessel with a crew of twelve men exclusive of the master, bound from Havana to Buenos Ayres and Monte Video. This document is certified to under the hand and seal of the Uruguayan Consul, at Havana, J. Pedemonte.

3. Manifest of the cargo of the barque "*Constancia*" of Montevideo, Juan Rodrigues, master, bound from Havana to Monte Video and Buenos Ayres. Dated at the Uruguayan Consulate at Havana, May 15, 1860.

4. Clean Bill of Health dated at Havana, May 16, 1860, endorsed by the Uruguayan Consul on the same day.

5. Log-book commencing at Havana on the 17th May, and ending on the 10th August, 1860.

Inclosure 4 in No. 11.

Agreement between King Bell and the Supercargo of the "Constancia."

(Translation.)

I, the supercargo of the barque "*Constancia,*" make the agreement with King Bell that he is to give me 400 slaves for the goods delivered to him, in which case he engages to deliver them as soon as possible, and on behalf of the "*Constancia*" I give this in Cameroon.

(Signed) ANTONIO ROMANSE.

July 31, 1860.

Cameroons, July 31, 1860.

I MADE my "contrich" with ship-master to give 400 men for the goods he give me, soon as possible, to my [*].

(Signed) KING BELL.

---

* The word in the original is unintelligible.

No. 12.

Her Majesty's Judge to Lord J. Russell. (*Received December* 12.)

My Lord, *Sierra Leone, November* 20, 1860.

I HAVE the honour to report to your Lordship that Don Ramon Maria de San Juan, the newly-appointed Judge on the part of Her Catholic Majesty in the British and Spanish Mixed Court of Justice in this Colony, arrived here by the last mail; and that having produced his Commission, he took the usual oath of office before the Chief Justice on the 19th instant.

I have, &c.
(Signed) G. SKELTON.

No. 13.

Her Majesty's Acting Judge to Lord J. Russell.—(*Received December* 12.)

(Extract.) *Sierra Leone, November* 13, 1860.

I HAVE the honour to transmit, for your Lordship's information, a letter received from the Acting Commander of Her Majesty's steam-ship "Prometheus," containing most interesting information relative to several captures made by the United States' vessels of war on this coast, resulting in the release from slavery of no less than 4,200 natives during the months of September and October.

Inclosure in No. 13.

Acting Commander Hollingworth to Her Majesty's Acting Judge.

Sir, *"Prometheus," Sierra Leone, November* 9, 1860.

IN compliance with your Excellency's request of the 23rd of October last, I proceeded to Monrovia, where I arrived on the 26th, and delivered your letter to Mr. Roberts, Acting British Consul, and received from him the archives of the Consulate.

Whilst there, a brigantine called the "*Bonetta*" arrived, with 620 slaves on board, a prize to the United States' corvette "San Jacinto." This makes the sixth that had arrived in that port during the months of September and October. The names of them, as far as I could learn, were the barque "*Cora*," 750 slaves; ship "*Eyrie*," 950 slaves; barque "*Storm King*," 800 slaves; brig, name unknown, 430 slaves; barque, name unknown, 650 slaves; "*Bonetta*," brigantine, 620 slaves; making a total of 4,200 landed, the vessels being sent to New York for adjudication.

I called at Cape Palmas after leaving Monrovia, and found that place very thriving, the only complaint being that there is no British Consul or Agent. I think that in consequence of the great number of shipping that annually touch there (to the amount of sometimes 200) on their way up and down the coast, to enter or discharge their kroomen, that there should be some British authorized person to settle the continued disputes between the masters and men.

From there being none there, a barque called the "Queen of the Isles" left for Liverpool, with a full cargo, with only ten men on board, six of whom were down with fever, besides the captain, who was left behind at Palmas, sick. She ought not to have been allowed to leave in that state; but there was no one there to prevent it.

At Monrovia, there is so little British trade that they do not need a Consul; but I certainly think there ought to be a Vice-Consul at Palmas.

I have, &c.
(Signed) J. H. HOLLINGWORTH.

No. 14.

Her Majesty's Acting Judge to Lord J. Russell.—(*Received December* 12.)

(Extract.) *Sierra Leone, November* 21, 1860.

THE mail leaving to-day affords me but time to report briefly, for your Lordship's information, that a brig, American-built, name and nation unknown, showing no colours, was towed into harbour this day by Her Majesty's steam-sloop "Espoir," Commander Douglas.

HAVANA.

No. 15.

Lord J. Russell to Her Majesty's Commissioners.

Gentlemen, *Foreign Office, June* 18, 1860.

I HAVE to acquaint you that it is intended for the future that the papers relating to the Slave Trade, which are annually presented to Parliament, should be printed up to the 30th of September instead of to the 31st of March, as has hitherto been the custom.

In order, therefore, that the papers should be as complete as possible, it will be necessary that the Annual Report on the Slave Trade which you have heretofore been accustomed to make to this Department on the 31st of December, should, this year and henceforward, be made on the 30th of September.

I am, &c.
(Signed) J. RUSSELL.

No. 16.

Her Majesty's Acting Commissary Judge to Lord J. Russell.—(Received July 30).

My Lord, *Havana, July* 1, 1860.

IN obedience to the Act 5 Geo. IV., cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

I have, &c.
(Signed) W. D. RYDER.

No. 17.

Her Majesty's Acting Commissary Judge to Lord J. Russell.—(Received October 29.)

My Lord, *Havana, September* 30, 1860.

I HAVE the honour of transmitting herewith to your Lordship a list of seventy-three vessels which are reported to have sailed or to be fitting out for the coast of Africa since the 30th of September, 1858.

Of these, 34 are American, 28 Spanish, 5 Mexican, 4 Chilian, 1 French, and 1 was put under Uruguay colours, but all of them are *bonâ fide* the property of parties residing in Cuba, mostly Spaniards.

From the reports which have hitherto reached me it appears that 14 have been captured by British cruizers, 7 by United States' cruizers, 1 by a Spanish schooner of war, making 27 captured: 1 was lost on the Florida Reefs, 9 landed their cargoes of slaves in Cuba, 4 are still in Havana harbour, and 37 are not accounted for:—in all, 73 vessels.

Considering the great increase of the Slave Trade, and the numerous Associations which exist for its continuance, I look upon this list as being very incomplete.

By far the greater portion of the vessels to be employed in the Slave Trade are fitted out in the United States, one of the chief objects of the traders being to obtain the use of the flag of that country; and here the facilities for making the necessary preparations at the outports and at the quays are so great, that the vigilance of Her Majesty's officers is constantly baffled.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 17.

List of Vessels reported to have Sailed from Cuba to be employed in the Slave Trade since September 30, 1858.

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for, &c.	Remarks.
1858 Oct.	Spanish	Brig	Dorado	104	Mariel	Captured January 16, 1859, off Whydah, by "Sharpshooter."
„	Ditto	Ditto	Pancho	217	No clearance	Landed 500 slaves at the Ensenada de los Cochinos.
Nov. 2	American	Schooner	S. H. Townsend	182	New Orleans and St. Thomas.	Captured, July 26, 1859, by "Archer."
„ 4	Ditto	Barque	Emma Lincoln	298	New York	Captured by United States' sloop "Marion."
„ 15	Ditto	Ditto	Ardennes	231	River Zaire	Ditto.
„ 15	Ditto	Brig	Mianus	169	Portland	Cargo, 101 pipes aguardiente.
Dec. 20	Ditto	Barque	Julia J. Cobb	307	St. Thomas	Landed 640 slaves at Canasi, May 29, 1859.
„ 22	Ditto	Schooner	W. L. Montague	164	Charleston	Captured on her second trip.
1859 Jan. 30	Ditto	Barque	Antelope	244	Remedios, from New York	Captured, June 15, off Killongo, by Her Majesty's ship "Antelope."
„ 12	Ditto	Brig	Brownsville	147	New Orleans	Landed a cargo of slaves at Canasi, in August.
„ 20	Ditto	Barque	Ottawa	227	Mobile	Vessel owned here.
Feb. 3	Spanish	Schooner	Regla	90	Coastwise	Captured, May 4, by "Triton."
„ 6	Ditto	Brig	Fenix	256	Curaçoa	Doubtful if this vessel went to Africa.
Mar. 4	Mexican	Barque	Laura	206	New Orleans	Went from New Orleans to the Congo, and was captured, August 9, by Her Majesty's ship "Archer."
„ 12	Spanish	Schooner	Ynes	125	Cardenas	Painted green, with red moulding.
„ 21	Ditto	Brig	Esperanza	200	Sagua	Captured, July 16, by Her Majesty's ship "Pluto."
Apr. 4	American	Ship	Rebecca	534	From New Orleans, for the Congo	Landed 550 slaves at Camarioca, October 12, 1859.
„ 9	Chilian	Ditto	Eloise	487	Hong Kong	Landed 750 slaves at La Teja, November 1859. This vessel was heavily armed, and was commanded by the notorious Captain Eugenio Viñas. The negroes were of the tribe Maqua, and it was reported that the cargo consisted of 1,200 negroes, of whom 400 were thrown overboard on account of scarcity of water. This story, however, turned out to be untrue, Viñas having transferred the negroes to another of his vessels, a brig, which landed them at Guantánamo.
„ 10	American	Brig	Cygnet	199	From Cardenas for Portland	Landed 600 slaves at Sagua, and was captured, empty, by the United States' steamer "Mohawk," December 1859.
„ 19	Ditto	Ditto	W. M. Grotton	240	San Thomé.	

List of Vessels reported to have sailed from Cuba, &c.—*continued.*

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for, &c.	Remarks.
1859						
Apr. 24	American	Brig	Lillie Mills	190	San Paulo de Loanda	Captured, September 20, near Ambrizette, by "Archer."
May 2	Spanish	Ditto	Dos Hermanos	128	Canaries	Captured by Her Majesty's ship "Triton."
„ 28	Ditto	Schooner	Juana	150	No clearance	Captured, August 17, in Mayumba Bay, by "Archer."
June 3	American	Ditto	Enterprise	109	Carthagena	This vessel was stranded on the Florida reefs by the crew, after murdering the master, Morantes, and they were seized by the United States' revenue cutter, "John Appleton," and taken to Key West.
„ 9	Spanish	Brig	Antonio *alias* Josefita	161	St. Domingo.	
„ 12	Ditto	Schooner	Villa de Toccoa	86	Genoa	Cleared in ballast.
„ 21	Mexican	Brigantine	Eloisa *alias* Crimea	197	La Guaira	Captured, September 24, by "Archer."
July 2	Spanish	Brig	Eco, formerly the Belgian brig "Rubens of Antwerp"	..	.. ..	No clearance. Captured by "Lynx," on East Coast of Africa.
„ 27	American	Ditto	Tavernier	207	Fernando Po	Captured, with 518 slaves on board, by "Viper."
Aug. 14	Spanish	Ditto	Audaz	168	New York.	
„	Ditto	Schooner	Angelita	97	No clearance.	
Sept.	American	Barque	Corinthian	252	Sailed from Cardenas.	
„ 8	Chilian	Brigantine	Lamar, formerly American brig "W. H. Stewart"	206	Valparaiso	Captured, February 2, 1860, by Her Majesty's ship "Archer."
„ 8	Spanish	Schooner	Nicolasa	98		
„ 8	American	Barque	Louisa	187	Sailed from Cardenas	Captured, with 297 slaves on board, by Her Catholic Majesty's schooner "Cristina," near Cardenas.
„ 24	Spanish	Brig	San José	137	San Thomas	Sailed from Matanzas.
„ 24	American	Barque	Pamphylia	252	Omoa	Captured, with 700 slaves on board, by "Triton."
Oct. 14	Mexican	Brig	Rosario *alias* Tallulah	195	Tampico	Captured by "Arrogant."
Nov. 20	American	Schooner	Maryland	288	Laguna.	
„ 20	Ditto	Ditto	Red Eagle	249	Ditto.	
„ 21	Ditto	Barque	William	232	San Thomé	Captured off the Isle of Pines, with 513 slaves on board, by the United States' steamer "Wyandotte."
„ 23	Ditto	Ship	C. S. Pennell	968	New Orleans	Doubtful if this vessel went to Africa.
„ 23	Mexican	Schooner	Oriente	98	Laguna	Crew 18; passengers 8.
„ 24	Spanish	Barque	Nicolasa	..	Tampico.	
Nov.	Chilian	Ship	Eloisa	487	No clearance	After landing her first cargo at La Teja this vessel again proceeded to the coast of Africa, and returned with another cargo of slaves, which was landed at Canasi, in August 1860. The vessel was then burnt.
Dec. 19	American	Brig	W. R. Kibby	190	New York	Landed 500 slaves, and was captured, July 25, 1860, off Anguilla, by the United States' steamer "Crusader."
„ 19	Spanish	Ditto	Micaelita	107	Tampico.	

List of Vessels reported to have sailed from Cuba, &c.—*continued.*

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for, &c.	Remarks.
1860						
Jan. 5	American	Schooner	Senator	218	New York	Captain Weeks. Doubtful if this vessel ever went to Africa.
" 9	Spanish	Barque	Casualidad *alias* 1a de Cardenas	216	Mobile.	
" 26	American	Brigantine	Triton	151	New Orleans	Captured, July 16, by United States' steamer "Mystic."
Feb. 17	Ditto	Ditto	W. C. Clarke	277	Remedios	Captain Daggett.
Mar. 3	Spanish	Brig	America	..	..	Landed 320 slaves, in September, at Ensenada de los Cochinos.
" 8	Chilian	Ship	Manuela, formerly American ship "Sunny South"	702	Hong Kong	Captured by Her Majesty's ship "Brisk," with upwards of 800 slaves, on East Coast of Africa.
"	Spanish	Brig	Joven Antonia	186	Sailed from Cardenas	This vessel went to Africa; returned with a cargo, and was proceeding on a second voyage, when captured, August 15, near Nuevitas, by the United States' steamer "Mohawk."
" 10	American	Ditto	Eagle of Baltimore	190	Pensacola.	
" 22	Ditto	Ship	Ellerslie *alias* C. Rios	400	Hong Kong	Sailed from Matanzas under Mexican colours.
"	Ditto	Brig	James Ross	115	Charleston.	
Apr. 7	Spanish	Barque	Constancia	239	Baltimore.	
" 8	Ditto	Brig	Nicolasa	90	St. Domingo	Crew 9; passengers 6.
" 11	American	Ship	Erie	458	Ambriz	Cargo, 200 pipes rum (?); captured, August 8, by the United States' ship "Mohican," with 800 slaves, near the Congo.
" 17	Spanish	Brig	Luisito	103	Sagua.	
May 17	Uruguay	Ship	Constancia *alias* White Cloud	284	Monte Video	Captured in Cameroons river, by Her Majesty's ship "Alecto."
June	Spanish	Sloop	Manuelita	120	No clearance	This vessel was converted from a schooner into a sloop, and probably changed her name.
" 26	American	Brig	Cosmopolite	190	From Cardenas for New York	Vessel owned in Cardenas.
" 20	Spanish	Ditto	Alberto	120	Cadiz	This vessel having been employed in the coasting trade here, and being of light draught, will probably go from Spain to the coast of Africa.
July	Ditto	Schooner	Paquete de Ponce	90	Porto Rico.	
" 31	Ditto	Ditto	Aurelia	164	Truxillo.	
Aug. 10	French	Ship	Don Juan	427	Macao	Captain Gallet. Vessel owned in Havana. Landed a cargo of slaves in Cuba, when she was scuttled by the crew, who, on landing, were seized by the Spanish authorities.

List of Vessels reported to have sailed from Cuba, &c.—*continued.*

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for, &c.	Remarks.
1860 Aug. 22	American	Barque	Clara Windsor	206	Macao	Captured by Her Majesty's ship "Espoir," of St. Helena, with 700 slaves.
	Ditto	Schooner	M. Barbour	102		These vessels are now at Havana, and are reported to be destined for the Slave Trade.
	Ditto	Brig	Nancy	219		
	Ditto	Schooner	Wanderer	235		
	Spanish	Ditto	Teresita	97		

Havana, September 30, 1860.

(Signed) JOHN V. CRAWFORD, *Acting Commissary Judge.*

No. 18.

Her Majesty's Acting Commissary Judge to Lord J. Russell.—(*Received October* 29.)

My Lord, *Havnna, September* 30, 1860.

I HAVE the honour of laying before your Lordship a statement of the number of slaves landed in Cuba during the first nine months of the present year, amounting to 12,060, of whom 771 have been seized by the Spanish authorities.

	Negroes.
If to this number	12,060
Are added the usual third	4,020
The three cargoes which which were captured by the United States cruizers	1,433
And the cargo of the schooner which was taken to Nassau	364
We have a total of	17,877

This statement, however, only includes the cargoes of which we have any positive knowledge, and must not be considered as showing anything like the exact number of slaves which has been actually imported, for it is calculated that at least 30,000 have been landed since the 1st of January last.

The system which has been adopted of late, of transferring cargoes to coasting craft, at Anguilla and other places of rendezvous, from whence the negroes are taken direct to the wharves of the sugar plantations, and to different parts of the island, renders it extremely difficult to obtain any information whatever. For instance, the Vice-Consul at Nuevitas reports that over 2,000 slaves have been landed there in small lots from coasting-schooners, but no trace can be found of the vessels which brought them from Africa. Even here, at Havana, the same thing is constantly occurring; but as the slaves are invariably furnished with passes, the local authorities cannot meddle with them.

It will be sufficiently evident, however, that the Slave Trade is again in the ascendancy. There never was a time since the celebration of the Treaty with Spain when the preparations for the continuance of that hateful Traffic were more formidable. There exist throughout the island numerous Joint Stock Companies, with immense capital, and with extensive ramifications in the United States and in Europe, whose plans are so judiciously arranged that they cannot fail to be successful. Out of the large number of vessels they dispatch from hence, from the United States, and from Europe, they can safely count upon running, at least, three in every twelve, or 25 per cent., the proceeds of which will cover the loss of all the rest and leave a handsome profit besides. These transactions, however, are kept very private. There is no such thing as quoting the shares on the Exchange; no documents are passed which can in any way compromise the partners, and although it is generally pretty well known what persons are engaged in the Slave Trade, it would be quite impossible to establish any proof against them in law. Thus it is that the slavers which are taken by our cruizers on the coast of Africa throw their papers and colours overboard, and it is only occasionally that the vessels can be identified.

Most of the numerous contrivances which are made use of by the slave-traders to deceive Her Majesty's officers, and even to cheat each other (for there may be honour among thieves, but there appears to be none amongst these men-stealers), are now very generally known.

The substitution of closely fitting iron water-tanks instead of casks is now quite common. Several of the vessels which have lately sailed hence have cleared out openly for Ambriz, St. Thomas, Loanda, or the River Zaire, as if they were bound on a legal voyage. They are provided with a charter-party, and have all their papers apparently in order; but these documents are feigned, and if any boarding officer was to insist upon opening the hatches and comparing the cargo with the clearance, the villany would be at once discovered; in fact, both flag and papers would immediately disappear.

It is greatly to be regretted that the Government of the United States will not come to some understanding with that of Great Britain for the better prevention of the abuse of the American flag.

It is true that the United States' gun-boats stationed in these waters have rendered good service, as will be seen by the inclosed Return of the slave-vessels they have captured; but could a systematic plan of cruizing be arranged, combining the services of our ships with theirs, the Slave Trade would be very soon put down. Nor is it alone the flag of the United States which is thus prostituted. I have been informed that the slave-traders now appear to think that there is more safety in that of France, and that it is likely to be most extensively used.

The present system of landing the crews of captured slavers on the coast of Africa is extremely objectionable. If some course could be adopted by which all those who are found on board such vessels could be severely punished, it would certainly deter others from engaging in such expeditions. Surely the fact of their being taken in a vessel without nationality of any kind, should be held sufficient to subject them to be dealt with as outlaws.

As regards the obligation Spain is under of putting an end to the Slave Trade, it is to be feared that no faith can be put in her assurances of a sincere wish to fulfil that solemn engagement. She has been urged over and over again to do so; but it is now a quarter of a century since the Treaty between Great Britain and Spain for the suppression of the Slave Trade was signed, and yet the detestable Traffic flourishes more briskly than ever. Certainly it is now time for Spain to retrieve the past, to show that she is able and willing to fulfil her Treaty obligations, and to earn for herself a place in the Councils of the Great Powers of Europe.

The present Captain-General, Serrano, appears really desirous of doing something towards checking the Slave Trade, and has issued a circular to the Lieutenant-Governors in the island, holding them and their subordinates personally responsible for any breach of the Treaty which may occur in their jurisdictions.

His Excellency has assured me that he is determined to remove any officer in whose district a landing of slaves takes place, who cannot show that he has exerted himself to prevent it, and that he will subject him to a court-martial should there be reason to suspect any collusion with the slave-traders.

He has already removed the Lieutenant-Governors of Cardenas, Sagua, Trinidad, and Bahia Honda, for dereliction of duty, in this respect, and the last-named is now under trial for alleged participation of bribes.

His Excellency complains bitterly of the want of suitable cruizers, and says that he has applied to Madrid for ten steam gun-boats. If these are supplied, and if the law is altered which prevents the seizure of freshly imported Africans anywhere but afloat, or in the act of landing, the Spanish authorities here will no longer have any excuse for not putting down the Slave Trade.

The prosperity of Cuba, whose annual production now reaches about 20,000,000*l.*, must naturally depend in a great measure upon the supply of labour in the colony. The coloured population in the island is estimated at about 550,000, of whom 400,000 are slaves.

At a moderate rate of mortality, say 10 per cent., less 2 per cent. for reproduction, it requires 32,000 labouring hands to make up the annual deficiency, without taking into consideration the useless from age and infirmity, and the requirements for extended cultivation. It is very evident, that unless this deficiency was made up by fresh supplies from Africa, slavery in Cuba would die out of itself in a very few years.

The question of labour then, is one of vital importance for the island, and is at present occupying the serious attention of the Government and of the planters. The importation of Chinese colonists has been declared free, under certain regulations, which have been framed with the view of protecting the coolie from improper treatment, both on the passage and during his apprenticeship here.

Up to the present date, the total number of Chinese who have been landed in Cuba amounts to 49,730 males and 52 females, of whom it is estimated that there are now about 34,000 surviving. They are much addicted to the use of opium and to gambling, but the planters generally speak well of them. They are good labourers, are far superior in intelligence to the African, make excellent domestics, and appear to be a very industrious and money-making class. Of those who have completed their contracts, only a very few have returned to China; indeed, they are very much better off here, and if an adequate proportion of women was allowed to be shipped, there is little doubt but that the Chinese would soon supersede the negro, and that in course of time free labour would take the place of slavery in this island, without any of the calamitous consequences which attended the emancipation of the slaves in our own colonies. The intercourse between the Chinese and the negroes has had a striking effect upon the bearing of the latter. They are no longer as respectful to the whites as formerly, so much so that the Government has been obliged to take measures to repress their excesses and their insolence.

About a year ago, a person of the name of Byrne, calling himself a naturalized French citizen, and representing himself as having contracted with the French Government for supplying New Caledonia with 10,000 colonists from other islands in the Pacific, came here with the object of making similar contracts, and afterwards went to Madrid to lay his plans before the Spanish Government. I am not aware of what success he met with, but I understand that the Captain-General has very recently granted leave to Messrs. Canet and Garvalena, and the Brothers Cabarga, of this place, to import 5,000 negroes from Polynesia. I need scarcely say that this scheme is nothing else than the Slave Trade under another denomination.

The traffic in Yucatan Indians is still carried on to a considerable extent. They are smuggled in chiefly by fishing-smacks belonging to Don Francisco Marty, and are sold on contracts for eight years, under conditions very similar to those of the Chinese. They are a quiet, hard-working race, and are principally engaged as house servants.

The price of labour has risen very much within a few years, as high 32 dollars per month, including food, medical attendance, and clothing, being paid for negroes on the plantations during crop time, whilst servants' wages have also advanced considerably. A good field hand, which could have been bought in 1845 for 600 dollars, is now worth 1,200 dollars, and even newly landed negroes, or Bozals, as they are called, fetch from 800 to 900 dollars.

When these prices are compared with the cost of the African in his native land, and the expense of bringing him here, the enormous profits of the Slave Trade are at once apparent; and with such a demand for labour in Cuba, and such strong inducements for the continuance of the importation of slaves, it will require the most strenuous efforts to destroy a traffic which is condemned by the greater part of the civilized nations of the world.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 18.

STATEMENT of the Number of Slaves Landed, and Proportion Captured, in the Island of Cuba, from January 1, to September 30, 1860

Date.	Where landed.	Slaves.		Vessel.	Remarks.
		Landed.	Captured.		
Jan.	Guantánamo	600	...	Brig, name unknown	Afterwards burnt.
„ 6	Sigúa	400	...	Unknown.	
Feb.	Maniabon	600	...	Spanish brig "Don Juan"	This vessel sailed again for the coast, but was abandoned at sea by the crew, after murdering the master. They are now under trial at Havana.
„	Ensenada Cochinos	500	...	Unknown.	
Mar.	Puerto del Padre	600	...	Ditto.	
„	Sagua	450	...	American vessel.	
„	Ensenada Cortés	400	...	Ditto.	
April	Sancti Spiritus	500	...	Ditto.	
May 7	Cardenas	560	...	Brig "Orion" of Boston	Ybanez and others owners.
„	Cay Galindo	1,500	474	French screw-steamer	The negroes wers transferred to coasting schooners and launches, one of which, having 474 on board, was captured by the Spanish schooner "Cristina."
„	Sagua la Chica	400	...	Spanish brig "Narciso."	
June 25	Cardenas	650	297	American barque "Louisa"	This vessel was seized by the "Cristina" before she had completed her discharge, 297 negroes being still on board.
„	Isle of Pines	500	...	Unknown	Some of the parties concerned are in prison at Bejucal.
„ 29	River Manatí	600	...	American barque	This cargo consisted mostly of children, sold at 986 dollars each.
July 5	La Teja	660	...	American vessel	Levy and others owners.
„ 21	Las Pozas, Sagua	600	...	American brig "W. R. Kibby"	Sold to dealers from Matanzas, at 782 dollars each.
Aug. 22	Bahia Honda	570	...	Barque	Afterwards burnt. Congos. Landed at the estate "Margarita."
„	Canasí	750	...	Chilian ship "Eloisa"	The negroes were taken to the plantation "Desquite," and the vessel was burnt.
„	Cayo Verde	400	...	Spanish brig "Joven Antonio"	This vessel was afterwards captured by the "Mohawk."
Sept.	Sagua	500	...	American vessel.	
„	Ensenada Cochinos	320	...	Spanish brig "America"	Alemany and others, owners.
		12,060	771		
	Add one-third	4,020			
April	Cayo Verde	508	508	"Wildfire," of New York	Captured by United States' steamer "Mohawk."
May	Ditto	412	412	"Bogota"	Captured by United States' steamer "Crusader."
„	Isle of Pines	513	513	"William" of New York	Captured by United States' steamer "Wyandotte."
	Linyard Key	364	364	"Peter Mowell" of Baltimore	Stranded; negroes taken to Nassau, N.P.
	Total	17,877	2,568		

Havana, September 30, 1860.

(Signed) JOHN V. CRAWFORD, *Acting Commissary Judge.*

Inclosure 2 in No. 18.

RETURN of Vessels engaged in the Slave Trade captured by United States' cruizers on the Coast of Cuba during the Year 1860.

Date of Seizure.		Flag and Name of Vessel.		Tonnage.	Where captured.	Seizor.	Number of Slaves.			Remarks.
							Captured.	Died at Key West.	Sent back to Liberia.	
Jan.		American brig	Cygnet	199	Near Sagua	Mohawk	..	..	..	Had just landed her cargo.
Apr.	30	„ barque	Wildfire	337	Off Nuevitas	Ditto	508	94	414	Per "Castilian," June 9.
May		„ „	William	231	Isle of Pines	Wyandotte	513	172	341	Per "South Shore," July 13.
„	26	French „	Bogotá	300	Off Nuevitas	Crusader	412	29	383	Per "Star of the Union," July 17.
July	25	American brig	W. R. Kibby	190	Off Anguilla	Ditto	3	..	..	Had landed the rest of her cargo. The 3 negroes were taken to New York with the vessel.
Aug.	15	Spanish „	Joven Antonia	186	Near Nuevitas	Mohawk	None			
							1,436	295	1,138	

Havana, September 30, 1860.

(Signed) JOHN V. CRAWFORD, *Acting Commissary Judge.*

CAPE OF GOOD HOPE.

No. 19.

Her Majesty's Commissioners to Lord J. Russell.—(Received April 2.)

(Extract.) *Cape Town, January* 26, 1860.

WE have the honour to lay before your Lordship a report of the cases of the three slave-vessels recently adjudicated in the Vice-Admiralty Court of this Colony.

1st. A dhow of 125 tons, name and master unknown. This vessel was captured by Her Majesty's ship "Lynx," Lieutenant H. Berkeley Commander, on the 9th October, 1859, off Kisoohara, in the Dependency of Quiloa. When taken, she was under Arab colours, and had a crew of 22 men, as well as upwards of 60 slaves on board, with a cargo of cowries and zimzim seed, together with mats, food, and equipments for slaves. Lieutenant Berkeley, having removed the persons on board and the cargo, destroyed the dhow, lest she should impede the movements of the "Lynx," having first measured her to be of 125 tons burthen. At Zanzibar the crew were given up to the Sultan, who imprisoned them for being unlawfully engaged in the Slave Trade; and the cargo was sold for 461 dollars (about 93*l.* sterling). Two sick slaves were also landed, of whom one died, and the other was set free, and given into the charge of Her Majesty's Consul. The remainder, 66 in number, including six men who were apparently counted among the crew at the time of capture, were conveyed to this port by Lieutenant Berkeley. On the 19th January the case was brought before the Judge in Vice-Admiralty, who pronounced a decree of condemnation. The slaves were, as usual, lodged in the hands of the Collector of Customs, by whom they will be distributed as apprentices. They are 21 men, 7 women, 19 boys and 19 girls under 17 years of age.

2nd. A dhow of 180 tons, name and master unknown, and without colours or papers. This vessel was seen on the 19th December, 1859, at anchor off Angoxa river, by Lieutenant Berkeley, Commander of Her Majesty's ship "Lynx," full of slaves, and apparently ready for sea. At an interview with the Sultan of Angoxa, permission was given Lieutenant Berkeley to seize the vessl; but on his returning to the dhow, he saw the crew and slaves leaving her, and all had escaped before she was boarded. When taken, she was found to be amply supplied with slave-equipments, and of 180 tons. Not being able to take her away, the captor scuttled her. The case was brought before the Court of Vice-Admiralty on the 19th January, when a decree of condemnation was pronounced.

3rd. A brig, name and master unknown. This vessel was seized by Lieutenant Oldfield, commanding Her Majesty's ship "Lyra," on the 3rd December, 1859, after a chase of six hours' duration. She was first seen at anchor off Ibo, on the 2nd December, and subsequently, the next day, off the Island of Das Rolas, in that neighbourhood. On an attempt being made to board her, she made sail, but was ultimately secured. When boarded, no colours or papers were produced. On examination, the captors found her to be completely fitted for the Slave Trade. Of the crew, 33 men were on board, all of whom but two spoke Spanish. On the 9th of December, 21 of the crew having been landed at Ibo, the vessel was dispatched to Simon's Bay, where she arrived on the 10th instant; and on the 23rd, a decree of condemnation was pronounced. On the stern of the vessel the words "'*Rubens,*' Anvers," were found to have been painted over.

No. 20.

Her Majesty's Commissioners to Lord J. Russell.—(Received September 1.)

My Lord, *Cape Town, June* 30, 1860.

WE have the honour to report to your Lordship that no case has been adjudicated by this British and Portuguese Mixed Commission during the half-year ending this day.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES

No. 21.

Her Majesty's Commissioners to Lord J. Russell.—(Received November 30.)

(Extract.) *Cape Town, September* 29, 1860.

IN compliance with the instructions given to us in your Lordship's despatch of the 18th of June last, we have the honour to lay before you such information relative to the Slave Trade on the East Coast of Africa as is in our possession at the present date.

We regret to state that reports are current to the effect that the Traffic has been carried on to a great extent, principally by vessels which are said to have taken cargoes for the Cuban market.

Two dhows are said to have been taken by Her Majesty's ship "Persian," and the cases sent to Mauritius for adjudication. The particulars of the capture and of the trial we have not yet heard.

The three cases which were before the Court of Vice-Admiralty in this Colony at the date of our last report were all decided in favour of the captors, as communicated in our despatch of the 26th January last; no other cases have been brought in up to the present time.

Accounts from Dr. Livingstone have been received down to the early part of April. Those we have seen communicate nothing relative to the export trade in slaves, though Dr. Livingstone mentions that the Slave Trade is prevalent among the tribes above Quilimane for the supply of engagés for the French.

Imperfect as our information unfortunately is, we think it is sufficient to justify us in again respectfully submitting to Her Majesty's Government our opinion that an increase of vessels would be desirable on this station, as the present limited force, which seldom allows of more than one vessel being actually employed in the Mozambique, seems to be inadequate for the purpose.

P.S.—October 15. Since the foregoing despatch was written, a barque-rigged vessel of about 350 tons, prize to Her Majesty's ship "Lyra," has arrived from the Mozambique; and from what we now hear, the reports relative to the prevalence of the Slave Trade are fully confirmed.

Another vessel of greater size, with upwards of 800 slaves on board, has been taken by Her Majesty's ship "Brisk," and sent to Mauritius for adjudication. Other suspicious vessels had been chased, and others were still expected on the coast between Ibo and the Island of Monfia, to the north of Cape Delgado. Both the vessels taken are said to be of American build, and manned by crews professedly Spaniards. There is no doubt that their destination was the Spanish West Indies.

No. 22.

Her Majesty's Commissioners to Lord J. Russell.—(Received December 29.)

(Extract.) *Cape Town, October* 30, 1860.

WE have the honour to report to your Lordship the condemnation, in the Vice-Admiralty Court here, of the vessel detained by Her Majesty's ship "Lyra," under Mexican colours, as reported in our despatch of the 29th ultimo.

From the affidavit filed in the case, it appears that she was discovered by the "Lyra" on the 8th of August last, when cruizing off Zanzibar. When boarded she was found without papers, and in every way fully equipped to carry a large cargo of slaves.

On her voyage to Table Bay, one of her crew, supposed to be the master, admitted to Lieutenant de Wahl, the prize officer, that the vessel had intended to embark no less than 1,000, and, if possible, as many as 1,400, slaves. Her burthen, by admeasurement, was 352 tons.

From a chart found on board, it appeared that this vessel had come from the Straits of Gibraltar, and it is stated that the crew acknowledged that her name was "*Esperança.*" She was condemned in the Vice-Admiralty Court on the 27th instant, the Judge remarking that he was "able to say, from personal inspection, that the evidences of her character were perfectly clear."

LOANDA.

No. 23.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

My Lord, *Loanda, January* 10, 1860.

I HAVE the honour to acquaint your Lordship that Her Majesty's steamer "Triton," Lieutenant Burton commanding, being off Bahia Fonda on the 24th ultimo, captured a brig of about 200 tons, supposed to have been called the "*Dos Hermanos,*" without papers or colours, and fitted in every respect for receiving a cargo of slaves.

This vessel sailed from Cardenas, in Cuba, on the 1st May last, and on her arrival on the coast the captain and one of the crew proceeded to Ponta da Lenha, in the River Congo, with the money to purchase between 400 and 500 slaves. She had been chased by two of Her Majesty's steamers previous to the "Triton's" falling in with her, but succeeded in escaping from both of them, and was standing into Bahia Fonda to embark her slaves, when fortunately intercepted by Her Majesty's steamer.

Lieutenant Burton sent her to St. Helena for adjudication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 24.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

(Extract.) *Loanda, January* 15, 1860.

WITH reference to my despatch of the 30th November last,* inclosing copies of a correspondence which had been exchanged between the Governor-General and myself, relative to the sailing of the American slaver "*Emily,*" from Ambriz, and her subsequent capture by the United States' corvette "Portsmouth," I have now the honour to inclose herewith a copy of a further letter and its inclosures, which I have received from his Excellency, communicating to me the substance of the reply which has reached him on this subject from the Governor of Ambriz, and adverting to the opinions expressed by me in regard to the interpretation of certain dispositions of the Portuguese Decree of the 10th December, 1836, for the abolition of the Slave Trade.

2. In this letter, as your Lordship will perceive, it is stated that the "*Emily*" having entered the port of Ambriz only in "franquia," the supervision of the Custom-house over here consisted merely in seeing that she did not discharge or receive any cargo; but as this view of the matter is directly at variance with the rule laid down in a Minute of the Treasury Board of this Province, a translation of which was inclosed in a despatch from this Commission to Viscount Palmerston, dated October 13, 1849, I considered it my duty to draw the Governor-General's attention to this fact, and I have not since received any further communication on the subject.

3. I cannot allow myself to take leave of this matter without respectfully insisting on the very great importance of urging the Government of Portugal to issue some definite instructions in regard to the application of the Decree of the 10th December, 1836, to vessels equipped for the Slave Trade, and arriving in the ports of this province under the American flag. These instructions are the more necessary as the slave-traders are becoming every day more daring; and it is obvious that if these vessels are allowed to clear out for and proceed direct to Portuguese ports, it must materially aid the Cuban adventurers in eluding the officers of the United States employed in checking the abuse of the American flag in the prosecution of Slave Traffic.

---

* Class A, presented 1860, No. 85.

Inclosure 1 in No. 24.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir, *Loanda, December* 28, 1859

AS I promised you in my despatch of the 19th November last, in reply to yours of the 14th of that month, I have now the honour to state that the information which you received respecting the departure of the American barque "*Emily*" from Ambriz with papers calculated to cover any irregularity which might possibly have appeared in those with which she was furnished from her port of departure in the United States, is not quite correct.

That vessel arrived at Ambriz on the 8th September last, in the afternoon, and according to the regulations of the port was permitted to enter in "franquia," to receive refreshments. She sailed on the 9th at 9 o'clock in the morning, without having transacted any business; the supervision of the Custom-house, therefore, was reduced to seeing that she did not land nor receive any cargo. The only document which she received there was the account of the expenses incurred with a Custom-house guard on board.

This is, in brief, the information which I have received from the Governor of Ambriz, and annexed you will find authenticated copies of the reports of her entry and departure.

I avail myself of this occasion to acknowledge the receipt of your letter of the 30th ultimo, in reply to mine of the 19th, wherein you offer various arguments against the construction which I put on Articles 6, 7, and 10, of the Decree of the 10th December, 1836, with reference to its application to foreign vessels.

I think I may limit myself to saying that I persist in my opinion; but as I have to bring to the knowledge of His Majesty's Government the correspondence which has taken place between us on this subject, I must add, that whatever orders it may be pleased to give me shall be duly obeyed.

Meanwhile, however, I am assured, and this assurance I can give you, that the repression of the Traffic in Slaves will continue to be as efficaciously carried out at all points within the dominions of the Portuguese Crown on this coast as it has hitherto been under my administration, without its being requisite to exceed the provisions of the law, according to the view which I take of them.

God preserve, &c. (Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 24.

Registry of Entry of "Emily."

(Translation.)

No. 10. Port of Ambriz.

REGISTRY of Entry made by the Guarda Mor on the 8th November, 1859, at 2 P.M.

Barque.—American.
Name.—"*Emily*."
Captain.—Linsel.
Tons.—301.
Where from.—New York.
Crew.—14.
How many days out.—69.
Cargo.—General.

N.B.—Entered in "franquia" to purchase refreshments.

Ambriz, September 8, 1859.

(Signed) PEDRO D'ALCANT. D'AMORIM VIANNA, *Guarda Mor.*

Inclosure 3 in No. 24.

Registry of Departure of the "Emily."

(Translation.)

No. 11. Port of Ambriz.

REGISTRY of Departure, taken by the Guarda Mor, on the 9th November, 1859, at 6 A.M.

Rig and Nationality.—American barque.
Name.—"*Emily*."
Captain.—Linsel.
Tons.—301.
Whither bound.—Ports of the coast.
Crew.—14.
Cargo.—The same with which she entered.

N.B.—Had entered in "franquia."

Ambriz, September 9, 1859.

(Signed) PEDRO D'ALCANT. D'AMORIM VIANNA, *Guarda Mor.*

Inclosure 4 in No. 24.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir, *Loanda, January* 10, 1860.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of 28th ultimo, respecting the arrival of the American barque "*Emily*" at Ambriz, and informing me that this vessel, having entered in "franquia," the supervision of the Custom-house at that port consisted merely in observing that she did not land or receive any cargo.

Your Excellency will allow me to remind you that the question as to whether vessels entering the ports of this province in "franquia" ought to be allowed free egress without undergoing any examination having been raised between the Portuguese authorities here in 1849, it was decided that all merchant ships, to whatever nation they may belong, entering those ports, even although in "franquia," shall be subject, on their departure, to the visit and search prescribed by Article 10 of Decree of 10th December, 1836. This resolution, moreover, which was published in the official Boletin of 13th October, 1849, was adopted, I believe, with the distinct concurrence of the then Governor-General, as well as of the functionary who now occupies the post of the highest judicial authority in this province; and I shall only add the expression of my regret that, judging from the information which your Excellency has received from the Governor of Ambriz, it does not appear to have been faithfully acted upon by the Custom-house authorities at that place in the case of the American slaver "*Emily*."

Alluding to the despatch which I took the liberty of addressing to your Excellency on the 30th November last, and in which I felt it my duty to state my views respecting the interpretation which it appears to me ought to be given to a certain disposition of the Decree of 10th December, 1836, your Excellency is pleased to observe that you persist in the opinion which you had previously expressed.

I have already had the honour of submitting to the consideration of Her Majesty's Government the correspondence which passed between us on that subject, in order that it may communicate thereon with the Government of His Most Faithful Majesty, to whom belongs the final decision of this matter. Convinced, however, of the satisfaction which will be felt by the assurances given at the close of your Excellency's despatch, viz., that the important object to which both Crowns have pledged themselves—the suppression of the Slave Trade—will continue to be as efficiently carried out in the Portuguese dominions on this coast as it has hitherto been under your Excellency's administration, I shall lose no time in transmitting this communication also to the Government of Her Majesty the Queen.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 25.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

My Lord, *Loanda, January* 15, 1860.

IN pursuance of the General Instructions, I have the honour to inclose herewith, for your Lordship's information, a Return of the slaves emancipated and registered by the Mixed Commission Court at this place to the end of the year 1859.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 25.

Register of Slaves, natives of Africa, liberated by the British and Portuguese Mixed Commission established at St. Paul de Loanda.

Vessel in which captured.	Number of Male Slaves.	Date of Liberation.	Number of Slaves Liberated.	Observations.	In the enjoyment of complete liberty.	Dead.	Absconded.
Portuguese boat, without name	4	1845 March 29	4	Enlisted in the Portuguese navy			
Portugese launch "Fortuna"	20	1848 March 27	20	2 enlisted in Portuguese land forces	14	3	1

Slaves liberated in 1845	4
Ditto 1848	20
Total number of slaves liberated up to December 31, 1859 . ..	24
Liberated slaves deceased in 1851, of natural death	2
Ditto ditto violent death	1
Ditto absconded	1
Ditto in the enjoyment of full liberty	14
Ditto in the Portuguese navy	4
Ditto in the land forces	2
Ditto existing on December 31, 1859	—

Loanda, January 15, 1860. (Signed) EDMUND GABRIEL.

No. 26.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

My Lord, *Loanda, January* 20, 1860.

I HAVE much pleasure in informing your Lordship that, on the 9th instant, Lieutenant Burton, commanding Her Majesty's steamer "Triton," being in latitude 5° 8′ south, and longitude 11° 32′ east, succeeded in capturing a barque of 250 tons, with between 600 and 700 slaves on board.

2. When first seen by the "Triton," this barque was standing out of Londano, a place situated a few miles north of Cabinda, where she had embarked her slaves the previous night, and on Lieutenant Burton's proceeding in chase, and causing a blank gun to be fired to enforce colours, she immediately displayed the American ensign. There being strong reason to suppose, however, that those colours had been fraudulently assumed, a shotted gun was fired over her, when the American ensign instantly disappeared, and the barque hove-to.

3. Lieutenant Burton then proceeded on board, and no papers were produced, nor could any national colours be found; and on inquiring why the American flag had been hoisted, he was told that it had been done in the hope that, seeing it, he would not attempt to board, but that the vessel had no right whatever to claim the protection of that or any other flag.

4. From the information received from a person on board, who was supposed to be the captain, it appears that the barque sailed from Cuba on the 21st September last, and had formerly been called the "*Pamphylia.*" She had on board a Portuguese named Manoel Fortunato d'Oliveira Botelho, a correspondent of the firm of Abranches, Almeida, and Co., of New York, and long known as one of the most determined and successful slave-dealers in the Congo.

5. The vessel being very much crowded, and the slave-deck badly ventilated, Lieutenant Burton removed 200 of the slaves to the "Triton," and proceeded to St. Helena, to which place he also dispatched the barque for adjudication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 27.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

My Lord, *Loanda, January* 30, 1860.

I HAVE the honour to acquaint your Lordship that the Portuguese brig of war "Pedro Nunes" arrived in this port on the 21st ultimo, commanded by Captain Craveiro Lopes, who has been appointed to succeed Captain Pinho, of the "Goa," in the command of His Most Faithful Majesty's naval forces on this station.

2. I took an early opportunity of waiting on Captain Lopez, and having, in the course of conversation, introduced the subject of the Slave Traffic on this coast, it is with pleasure I am able to inform your Lordship that the language held by that officer respecting it was very satisfactory. He assured me that so far as the instructions under which he is now acting will allow, he will faithfully endeavour to prevent any revival of that Traffic within the limits of this Province.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 28.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

My Lord, *Loanda, February* 1, 1860.

I HAVE the honour to inclose herewith the Annual Report which, in compliance with Article XI of Annex B to the Treaty of the 3rd July, 1842, his Excellency the Governor-General, as Acting Portuguese Commissioner, and myself have drawn up for transmission to our respective Governments.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 28.

Report of the Mixed Commission for the year 1859.

REPORT for the year 1859, which the British and Portuguese Mixed Commission, established at St. Paul de Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the suppresion of the Traffic in Slaves, is to transmit to each of their respective Governments in conformity with Article XI of Annex B to the said Treaty.

1. *Cases submitted for Adjudication.*

No case of capture on account of Slave Traffic has been brought before this Mixed Commission for adjudication during the year ending the 31st December, 1859.

2. *Condition of the Liberated Negroes.*

Since the establishment of this Commission, 24 negroes have been emancipted by it; of these, 4 have enlisted in the Portuguese navy, 2 in the land forces of the Colony, 3 died, 1 absconded, and 14 have been granted their full and permanent liberty.

3. *General information respecting the Liberated Negroes.*

All the negroes liberated by this Commission, and placed under the charge of the Government of the Colony, have been granted their certificates of emancipation, under the regulations contained in Annex C to the Treaty, as recorded in the Minutes of the Board of Superintendence of the 31st August, 1858.

Hall of Sessions of the British and Portuguese Mixed Commission,
Loanda, February, 1, 1860.

(Signed) EDMUND GABRIEL, *British Commissioner.*
JOSE RODRIGUES COELHO DO AMARAL, *Governador-Geral servindo de Commissario Portuguez.*

No. 29.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

My Lord, *Loanda, February* 10, 1860.

THE brigantine "*William Taylor Hall,*" sailing under the American flag, arrived in this port on the 27th ultimo, and having ascertained that she made entry in "franquia," and that she was suspected of being intended for employment in the Slave Trade, I immediately addressed a letter to the Governor-General, drawing his attention to this fact.

2. A copy of this letter, and of his Excellency's reply, I have the honour to transmit herewith.

3. The United States' corvette "Marion" was lying in this port when the "*William Taylor Hall*" arrived, and having had occasion to visit Commander Brent of that vessel, he informed me he had boarded and examined her at sea, and had satisfied himself that, although there were the strongest grounds for suspicion, it was quite impossible to bring any positive proofs against her.

4. The regulation upon which I grounded my representation to the Governor-General in regard to the barque "*Emily,*" as reported in my despatch of the 30th November last, has been duly observed in the case of this vessel; and from this circumstance I am inclined to hope that his Excellency will not again contend that vessels entering the ports of this province in "franquia" are exempted from the search prescribed in Article 7 of the Portuguese Decree of the 10th December, 1836.

5. The "*William Taylor Hall*" sailed hence for the ports to the north, and has since, I am informed, arrived in the River Congo. There can be no doubt of the real nature of the business in which she is engaged.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 29.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, January* 29, 1860.

IT having come to my knowledge that the brigantine "*William Taylor Hall,*" wearing the American flag, has arrived in this port, and conceiving it not improbable that, in the midst of the numerous and important objects which at present occupy your Excellency's attention, it may have escaped your observation that this is one of the vessels suspected of being destined for employment in the Slave Trade, I take the liberty, therefore, of apprising your Excellency of this circumstance.

I beg leave to add, moreover, that since the "*William Taylor Hall's*" arrival in the port, this intelligence has been confirmed by the information which has reached me; and I feel assured, therefore, that your Excellency will, by every means in your power, endeavour to frustrate the intentions of the parties concerned in this vessel.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 2 in No. 29.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir, *Palace of the Government, Loanda, February* 1, 1860.

I HAVE the honour to acknowledge the receipt of your letter of the 29th instant, observing that the brigantine "*William Taylor Hall*," which has entered the port in "franquia," is one of the vessels suspected of being destined for employment in the Slave Trade, and reminding me that it would be desirable to use every means to verify that suspicion, in order that ulterior proceedings may be taken accordingly.

In returning you my thanks for that letter, I have to state that I had consequently ordered that she should be closely examined.

This examination was made by the Custom-house authorities, assisted by the Commander of the Portuguese naval station, and the Captain of the American corvette "Vincennes," who evinced a desire to be present, and it was ascertained that the vessel had nothing on board to justify the suspicions attached to her.

God preserve, &c. (Signed) JOSÉ RODRIGUES COELHO DO AMARAL.

No. 30.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

(Extract.) *Loanda, February* 11, 1860.

THE United States' corvette "Portsmouth" sailed hence on the 8th ultimo, and returned yesterday, bringing with her the American brigantine "*Virginia*," alias "*Virginian*," which she had detained in the River Congo on the 5th instant.

2. It appears that Commander Hewett, of Her Majesty's steamer "Viper," found this vessel laying at Ponta da Lenha, under circumstances which led him to believe that she was engaged in the Slave Trade. That officer having previously taken every precaution to prevent the "*Virginia's*" shipping slaves during his absence, proceeded in search of an American cruizer, and on communicating the information to Captain Colhoun, the boats of the "Portsmouth" were immediately detached to institute a strict search.

3. Commander Hewett's suspicions were fully confirmed by the equipment of the vessel. She had all her water-casks, in number about 100, filled with fresh water, and a large quantity of provisions, of a quality suitable only for the use of slaves. By an apparent alteration in her register, it was difficult to say whether this vessel had originally been named "*Virginia*" or "*Virginian*," and there were other discrepancies in her papers which left no doubt on Captain Colhoun's mind as to the real character of the vessel; he therefore determined on bringing her into this harbour to submit the case to the American flag officer; and ultimately she was dispatched to Norfolk, in the United States, for adjudication.

4. The captain of the "*Virginia*," M. Lind, is the same man who commanded the American brigantine "*Ellen*," when she carried off a cargo of slaves from the Congo in 1857; and the name of the supercargo, Miranda, may often be found in the Reports of this Commission as connected with Slave Trade transactions on this coast.

No. 31.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

(Extract.) *Loanda, February* 12, 1860.

IN my despatch of the 18th November last,* I had the honour to lay before your Lordship copies of several papers relating to the detention of the Portuguese launch "Barboleta" by Commander Hewett, of Her Majesty's steamer "Viper;" and at the same time I stated that in consequence of the false and calumnious accusations made on oath against that officer by Joaquim Martins Pamplona, the owner of the launch in question, it was my intention to suggest to the Governor-General that criminal proceedings should be instituted against him on a charge of perjury.

2. I propose in the present despatch to give your Lordship a succinct report of the various steps which have since been taken in this matter.

3. On the 24th December Her Majesty's steamer "Viper" having arrived in this harbour, I addressed a letter to the Governor-General, requesting him to instruct the Public Prosecutor to put himself in communication with me in order that the depositions of the officers and crew of that vessel might be taken without delay. In his reply, his

---

* Class A, presented 1860, No. 83.

Excellency informed me that, although legal proceedings could not be commenced so soon as I supposed, he would, nevertheless, take upon himself to expedite the matter as much as possible.

4. The following day I requested the Governor-General to cause me to be informed when it would be requisite for the "Viper" to return to this port; and thanking his Excellency for his promised co-operation in this matter, I expressed my hope that the ends of justice would not be defeated.

5. On the 27th December I received a communication from Dr. Carlos Botelho de Vasconcellos, the Public Prosecutor, acquainting me that he had received instructions from the Governor-General to enter an action against Pamplona, and requesting me to furnish him with a list of the witnesses, together with any documentary evidence I might be able to obtain, and adding that it would be desirable to procure, if possible, the testimony of some parties not belonging to the "Viper."

6. I lost no time in communicating with Commander Hewett on the receipt of this letter, and obtained from that officer a certified extract of the "Viper's" log, and a list of the witnesses from that vessel. The following day I replied to the Public Prosecutor, stating distinctly the grounds upon which I conceived that the charge against Pamplona ought to rest, and handing him the above-mentioned extract of the "Viper's" log, with two other documents which I considered it right that he should be in possession of, and a list of the witnesses belonging to the "Viper."

7. On the 29th December the "Viper" proceeded to sea, and I forwarded by her a letter to Captain Courtenay, senior officer on this division of the station, accompanied by copies of the correspondence which had passed between the Public Prosecutor and myself, and requesting that Commander Hewett might be instructed to endeavour, by every means in his power, to obtain the evidence required by the Public Prosecutor, and to return to this port as soon as he had done so.

8. Commander Hewett again arrived at this place on the 8th January, bringing me a despatch from Captain Courtenay, and having on board two natives of Shark's Point, in the River Congo, as witnesses to prove that the crew of the "Barboleta" were not landed at that place.

9. On the 10th January Dr. Vasconcellos laid the papers, with the list of witnesses, before the Juiz de Direito, and prayed that proceedings might be taken against Pamplona according to law.

10. The 12th, 13th, and 14th January were occupied with the examination of the witnesses, consisting of five officers and five seamen belonging to the "Viper," the two natives of Shark's Point, in the River Congo, together with the Director of the Portuguese Arsenal, and the Chief Carpenter of that establishment, whose testimony was taken, at my request, in proof of the fact that the "Barboleta" was in a perfectly sound and uninjured state when delivered over by the "Viper" to the Portuguese authorities. I beg to subjoin a translation of the depositions of some of the above-mentioned witnesses, not deeming it necessary to send the whole of them, inasmuch as they contain nothing beyond a repetition of the same facts.

11. The necessary preliminaries being thus concluded, the next step which ought to have been taken, according to Portuguese law, was the committal of the party accused, and his apprehension under a Judge's warrant; but at this state of the proceedings Pamplona drew up, under oath, and transmitted to the Governor-General, another protest, rectifying some of the statements previously made by him regarding the "Barboleta," and bringing various charges against Commander Hewett, respecting another launch which he alleges was detained by that officer.

12. On the same day there appeared in the Official "Boletim" of this province an advertisement signed by Pamplona, translation of which interesting paper is annexed.

13. A perusal of the papers above referred to will, I think, satisfy your Lordship that the charge was fully substantiated against Pamplona, and indeed even publicly acknowledged by that individual; you will, therefore, learn with regret from the subjoined translation of the sentence of the Juiz de Direito, that he has escaped the just penalty he had incurred, the Judge having pronounced it as his opinion that there was no ground for prosecution. Against that sentence, however, the Public Prosecutor has appealed to the Tribunal of Relação by petition, and the case will be submitted in due course to that Court.

14. It would be an abuse of your Lordship's time for me to offer any comments on the sentence of the Juiz de Direito; but in order to enable you to form a just estimate of that functionary's proceedings, and to show how clearly Pamplona had rendered himself amenable to the law by making the false and calumnious statements which he did before the authorities of this place against the Commander of the "Viper," I beg to forward a

translated extract of the Portuguese Penal Code; and I would respectfully request your Lordship's attention to Article 245 thereof, which appears to me as clear and concise in its letter as it is unmistakeable in its spirit.

15. When it was seen that the evidence brought forward to convict Pamplona was much stronger than had been anticipated, it became manifest that there was a desire to rescue him from the consequences of the crime of which he had been accused; and hence, simultaneously with the publication of the advertisement in the "Boletim," we find the Governor-General transmitting to Dr. Vasconcellos and myself authentic copies of the so-called "Reformed" Protest. These papers were accompanied by a despatch from his Excellency to the Public Prosecutor, instructing him to lay them forthwith before the Judge on behalf of the plaintiff, and I was officially requested to transmit them to the Commander of the "Viper." Dr. Vasconcellos, however, very properly declined to take cognizance of them, and the copies transmitted to me were returned to his Excellency with an intimation that I could not forward it to Commander Hewett, who was then in the port, inasmuch as Her Majesty's naval officers are not responsible to me for their proceedings.

16. I declined also to interfere with regard to this second protest, on the ground, as I stated to the Governor-General, that the affair of the "Barboleta" was then actually in the hands of the judicial authorities, and that I had succeeded in placing at the disposal of the Public Prosecutor ample proofs, in my opinion, to show that Pamplona had committed perjury, which the circumstance of his having other charges to bring against Commander Hewett could in no degree palliate or excuse. Subsequently I was given to understand that a copy of the Reformed Protest referred to was transmitted by his Excellency to Commander Hewett, who has since informed me that it contains as many falsehoods, and as much matter for accusation, as the original one.

17. I was induced, my Lord, to take up this case, not, I must confess, so much from any hope of being able to effect the punishment of Pamplona, as from a strong feeling of the expediency of convincing the slave-dealers in this province that they will not be allowed with impunity to bring before the authorities here false and calumnious accusations against Her Majesty's officers employed in counteracting their criminal projects.

18. It is gratifying for me to have to assure your Lordship that Dr. Vasconcellos, the Public Prosecutor, has acted with me throughout this affair in the most cordial and highly honourable manner.

19. The case is now before the Tribunal of Relação; and should that Court confirm the sentence of the Juiz de Direito, an appeal will lie to the Supreme Tribunal of Justice in Lisbon, which I have no doubt Dr. Vasconcellos will, if necessary, have recourse to; and I beg to assure your Lordship that, hoping to be honoured with your support, I shall not fail to keep my attention directed to this matter.

Inclosure 1 in No. 31.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, December* 24, 1859.

IN my despatch of the 14th ultimo, referring to the allegations made by Senhor Joaquim Martins Pamplona in his protest against the Commander of Her Majesty's steamer "Viper" for detaining the launch "Barboleta," I proposed that your Excellency should cause the Public Prosecutor to institute proceedings against that individual, on a charge of perjury, to which proposal your Excellency was pleased to reply that you would accede on my producing the necessary proofs.

The "Viper" being now in this harbour, every officer and man of which vessel can bear testimony to the falsity of the statements made by Senhor Pamplona, I hasten to request that your Excellency will, with the least possible delay, cause the Public Prosecutor to put himself in communication with me, in order that the sworn depositions of those witnesses may be taken, with all the formalities required by the laws of this country.

I beg leave to add, that any further evidence—documentary or otherwise—which may be required, I shall be happy to obtain and place at the disposal of the Public Prosecutor.

As the "Viper" proceeds to sea in the early part of next week, I take the liberty of requesting your Excellency's immediate attention to this matter.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 2 in No. 31.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)
Sir, *Loanda, December* 25, 1859.

I HAVE just received your despatch relative to the perjury attributed to Pamplona.

I hasten to intimate to you that proceedings cannot be instituted so rapidly as you appear to suppose. I will, to-morrow, make the necessary communication to the Public Prosecutor, and send him some documents. He will then have to petition the Court, and will probably suggest certain formalities which must be observed, and upon which I shall have to address myself to you.

I am induced to state this in consequence of the short stay which it appears the "Viper" is likely to make here.

In a word, this matter will go forward, it remaining with me to hasten it as much as possible; but it is necessary not to interfere with the exigencies of the service on which the British cruizers are employed, which, indeed, cannot and ought not to be done.

I have, &c.
(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 3 in No. 31.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir, *Loanda, December* 25, 1859.

I BEG to return my due thanks to your Excellency for the note which has just been delivered to me respecting the proceedings against Senhor Pamplona.

I wrote my despatch of yesterday, supposing that the officers and crew of the "Viper" could forthwith be summoned to appear before the Judge, and give their testimony on oath as a preliminary step to serve as the basis of future proceedings; but as your Excellency suggests that it will be requisite to observe certain other formalities before taking that step, I can only say that if you would have the goodness to cause me to be informed of the probable date when the presence of the "Viper" will be required, and what other evidence it would be desirable to obtain, I shall spare no efforts to satisfy all the requirements of the judicial authorities.

With the satisfactory assurance which your Excellency has given me that you will charge yourself with the prompt carrying out of this matter, for which I beg to reiterate the expression of my best thanks, and the conviction which I entertain that ample proofs can be adduced to prove the crime of which Pamplona is accused, I confidently indulge in the hope that the ends of justice will not be defeated.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 4 in No. 31.

Senhor Vasconcellos to Her Majesty's Commissioner.

(Translation.)

Sir, *Loanda, December* 27, 1859.

HIS Excellency the Governor-General having sent me copies of the petitions and protest made by Joaquim Martins Pamplona, respecting the claim for losses which he alleges that he suffered in consequence of the detention of his launch by the Commander of the British steamer of war "Viper," as well as a copy of your despatch wherein you offer to furnish the Public Prosecutor with the proofs necessary to institute criminal proceedings against the said Pamplona for perjury in the imputations made by him against the said Commander under the oath taken by him before the Judge acting as the President of the Tribunal of Commerce of this city, I therefore request that you will be pleased to send me a list of from three to ten witnesses from amongst those who may be considered most impartial, in order to depose before the Judge as to the falsity of the imputations of the said Pamplona against the Commander of the steamer, which affirm that the goods and provisions which the said launch had on board were removed from her, that her crew were put on shore amongst the barbarous race called the Mussorongos, and that similar and yet greater violences have been committed by Her Britannic Majesty's cruizers.

If you could likewise furnish me with any document, as mentioned in your despatch to the Governor-General, you will be pleased to send it to me for the same purpose.

In conclusion I have to observe that if some of the witnesses whose evidence may be obtainable should not belong to the "Viper," it would be so much the better, in order to prevent any suspicion of prejudice.

God preserve, &c. (Signed) CARLOS BOTELHO DE VASCONCELLOS,
Crown Attorney.

Inclosure 5 in No. 31.

Her Majesty's Commissioner to Senhor Vasconcellos.

Sir, *Loanda, December* 28, 1859.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, in which you request me to furnish you with a list of the witnesses and documents necessary to prove the falsity of the allegations made by Joaquim Martins Pamplona in his protest respecting the detention of the launch "Barboleta" by Her Majesty's steamer "Viper."

In this despatch you state that the said Pamplona affirms that goods and provisions were taken out of his launch, that her crew were put on shore amongst the barbarous race of Mussorongos, and that "similar or greater violences have been committed by Her Britannic Majesty's cruizers."

Permit me to observe that I think you are in error in regard to the last-mentioned point, inasmuch as I do not find in the protest made by Pamplona any allusion to "other and greater violences committed by British cruizers."

The points upon which Pamplona grounds his protest are:—

1st. That his launch had on board a cargo of goods and provisions when detained by the "Viper."

2nd. That her crew were landed amongst the Mussorongos at St. Antonio, in the River Congo.

3rd. That his launch was injured and deteriorated in value by being towed to this place.

These, and these alone, Sir, are, in my humble opinion, the statements upon which the charges of perjury ought to be based, all others being extraneous. To prove the falsity of these statements, although made on oath by Pamplona, I beg to place in your hands a list of the witnesses, consisting of five officers and five of the crew of the "Viper."

With respect to the third point, viz., the deterioration of the launch, I beg to refer to the Director of the Arsenal, Senhor Joaquim Viegas do O, and also the chief carpenter of that establishment, João Martins.

These are all the witnesses which I can at the present moment name, but I hope to be able hereafter to obtain the evidence of others should you consider it indispensable.

The documents which I can lay before you to corroborate the charge are:—

1. A translated extract of a despatch addressed by me to the Governor-General of this province, dated 7th November, 1859.

2. An authentic copy of the Minute of delivery of the launch "Barboleta" to the Director of the Arsenal, in conformity with the instructions given to that officer by the Governor-General.

3. A translated extract of the log of Her Britannic Majesty's steamer "Viper," duly legalized.

I beg to add that the exigencies of the service require that the "Viper" should proceed to sea to-morrow, but if you would let me know when the attendance of the witnesses may be necessary, I will endeavour by every means in my power to have them in readiness.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 6 in No. 31.

List of Witnesses.

Lieutenant James N. Croke.
Mr. Alexander Thompson, Paymaster.
Mr. Thos. L. Woods, Midshipman.
Mr. Joseph Southwick, Master's Assistant.
Mr. George Keeling, Engineer.
James Pink, Quartermaster.
John Fletcher, Boatswain's Mate.
John Marks, Carpenter's Mate.
Chas. Holiwood, A.B.
Josiah Waterson, A.B.

Inclosure 7 in No. 31.

Extract from the Log of Her Majesty's steam-sloop "Viper."

October 12, 1859.—At anchor off River Congo.

9 P.M.—Detained a Portuguese schooner-rigged boat, with papers over date, having a crew of tw Portuguese and six Cabinda men, but without cargo of any description. She was called the "Barboleta," and furnished with a passport from the Governor-General of Angola dated April 17, 1858.

October 13, 1859.—At anchor off River Congo.

6 A.M.—The crew of the boat detained the previous evening left in a whale boat for Ponta da Lenha, the two Portuguese declining to go to Loanda.

October 16, 1859.—At anchor off River Congo.

5 A.M.—Mr. Joseph Southwick, master's assistant, with a crew of seven men, with provisions for fourteen days, took charge of the schooner-rigged boat "Barboleta," with orders to proceed towards Loanda as far as Bahia Fonda.

October 23, 1859.—At anchor off Ambrizette.

4·30 P.M.—Boat returned with Mr. Joseph Southwick. Lit fires, got up steam to proceed to Loanda, wind being light.

Midnight.—Steaming. Boat towing well.

October 27, 1859.—At anchor in Loanda.

The Captain of the Port, accompanied by a Lieutenant of the Staff, came alongside, and took charge of the schooner-rigged boat "Barboleta," which was delivered to them in the same state in which she was detained; a minute to that effect having been signed.

I hereby certify that the foregoing is a true extract of the log of Her Majesty's steam-sloop "Viper."

Given under my hand on board Her Majesty's steam-sloop "Viper," this 28th day of December, 1859, at anchor, St. Paul de Loanda.

(Signed) W. N. W. HEWETT, *Commander.*

Inclosure 8 in No. 31.

Her Majesty's Commissioner to Captain Courtenay.

Sir, *Loanda, December* 29, 1859.

I BEG to inform you that I have considered it my duty to urge the Governor-General to institute legal proceedings against Joaquim Martins Pamplona on a charge of perjury, in consequence of the false statements made by him in his protest against the Commander of Her Majesty's ship "Viper," respecting the detention of the launch "Barboleta," referred to in the several inclosures in the letter which I had the honour to address to you under date 10th ultimo.

His Excellency has acceded to this proposal, and I now beg to lay before you translations of a correspondence which has been exchanged between the Public Prosecutor and myself, from which you will perceive that the depositions of some officers and men belonging to the "Viper" will be required, and that it would be very desirable, moreover, if the evidence of some other parties could be obtained.

I feel assured that you will concur with me in the propriety of proceeding promptly and vigorously in this matter, in order to show the slave-dealers in this province that they will not be allowed with impunity to cast such serious imputations on Her Majesty's officers; and I take the liberty, therefore, of requesting that, should the other exigencies of the service permit, you will instruct Commander Hewett to endeavour, by every means in his power, to obtain the evidence required, and to return to this port as soon as he may have succeeded in so doing.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 9 in No. 31.

Captain Courtenay to Her Majesty's Commissioner.

Sir. *"Archer," Fonda Bay, January* 2, 1860.

I HAVE the honour to acknowledge the receipt of your letter of the 29th December, with its inclosures, regarding the prosecution of J. M. Pamplona on a charge of perjury, in consequence of the false statements made by him against the Commander of the "Viper."

I quite agree with you on the necessity of carrying out this prosecution, and have given orders to Commander Hewett to endeavour to procure the requisite witnesses, and then proceed to Loanda and place himself in communication with yourself on the subject.

I need hardly remind you that the shorter time the "Viper" is detained in harbour on this business the better for the service on which we are employed.

I have, &c.
(Signed) R. W. COURTENAY.

Inclosure 10 in No. 31.

The Public Prosecutor to the Juiz de Direito.

(Translation.)

Illustrissimo Senhor Dr. Juiz de Direito, *Loanda, January* 10, 1860.

BY the documents annexed and numbered from 1 to 6, it is seen that the merchant of this city Joaquim Martins Pamplona attributed falsely to the Commander of the British steamer "Viper" various acts of violence, whereby he alleges that losses have been occasioned to him, those acts consisting in—

First. Having arbitrarily detained his launch.

Secondly. Having taken out of her the goods and provisions which she had on board.

Thirdly. Having landed her crew amongst savage tribes, And,

Fourthly. Having damaged the aforesaid launch by towing her to this city.

All of which losses he values in the sum of 1,060*l.* sterling.

And as those calumnious statements, besides being defamatory and injurious to the Commander of the British steamer of war "Viper," amount to the crime of perjury, inasmuch as they were made under oath, as is shown by the document No. 2, the Public Minister claims, in consequence of the communications which he has received from the Government and the British Commissioner, to institute proceedings against this public crime, in order that the penalties prescribed by law may be applied to the delinquent.

He therefore prays that, after the "corpo de delicto" shall have been duly formed upon the documents annexed, and the depositions of the witnesses hereinafter-named, the necessary proceedings may be taken according to law.

Your petitioner prays that you will be pleased to proceed with the required "corpo de delicto."

(Signed) CARLOS BOTELHO DE VASCONCELLOS,
Crown Proctor.

Inclosure 11 in No. 31.

Depositions.

(Translation.)

First witness.—James N. Croke, First Lieutenant of the British steamer of war "Viper," being sworn and examined, said—

That he knows, by having seen it, that the launch "Barboleta" came on board the "Viper" to obtain information respecting another launch, which had been detained by that steamer. That, to the best of his memory, it was on the 12th day of October last, on which occasion said launch, having been seen by the deponent, had no cargo or goods of any kind on board, but only two empty casks. That he also knows that the crew of the "Barboleta" went the following day on board the launch which had first been detained, and proceeded in her to Ponta da Lenha, or neighbourhood thereof, and there landed. That at that place there are different factories, and that, therefore, it is not necessary to ransom any one who may land there, nor is there any risk as regards the natives, who live in harmony with the owners of the factories. That he also knows that the "Barboleta" did not suffer any damage by being towed to this city. That the launch first detained was a whale-boat, of whose owner the deponent is ignorant; but he supposes she belonged to one of the white men on board of her. That he believes that the "Barboleta" was detained in consequence of some irregularity in her papers.

And further, deponent saith not.

Second witness.—Alexander Thompson, Paymaster on board the British steamer-of-war "Viper," being sworn and examined, said—

That he knows, by having seen it, that on the 12th day of October last, about 9 o'clock in the evening, the launch "Barboleta" was detained by order of the Commander of the British steamer-of-war "Viper." That having seen the said launch on that occasion, there were no goods or merchandize of any kind on board of her; on the contrary, the deponent understood that she came on board to obtain information respecting another launch, which had been detained. That the following day, the crew of the said launch going on board another which had been previously detained, went on shore, proceeding by their own free will in the direction of Ponta da Lenha, where there are Portuguese, American, and English factories established. That the "Barboleta" did not suffer any damage by being towed to this city, because the steamer proceeded very slowly. That she was detained in virtue of the existing orders respecting the detention of all vessels whose papers may be, as her's were, too old.

And further, deponent saith not.

Third witness.—Thomas L. Woods, Midshipman of the British steamer-of-war "Viper," being sworn and examined, said—

That he knows, by having seen it, that on the 12th day of October last, the launch "Barboleta" was detained by the "Viper" having gone on board that vessel to ask for information of another launch, which had also been detained. He saw that she had no goods or merchandize of any kind on board. That he also saw that the crew of the said launch left the "Viper" the following day by their own free will, and proceeded in the direction of Ponta da Lenha, at which place there are different European factories established; the statement that they were put on shore amongst a savage tribe being untrue. That he also knows, from observation, that the "Barboleta," by being towed to this city, was not in any way injured; on the contrary, he is certain that she arrived here in a sound and perfect state.

And further, deponent saith not.

Fourth witness.—João Lomba, native of Sharks' Point, in the River Congo, being sworn and examined, said—

That he knows perfectly well the merchant of this city, Joaquim Martins Pamplona, as well as his launch and the crew who were in her, although he cannot state their names. That he knows that, on the occasion on which the "Barboleta" was detained, the Cabindas who composed her crew were not put on shore by the "Viper" amongst the Mussorongos at Sharks' Point, because he, the deponent, being there at the time, and having lived there up to the period of his departure for this city, knows that the said Cabindas were never seen, nor did he ever hear that they had appeared at that place.

And further, deponent saith not.

Fifth witness.—Miguel Beanda, native of Sharks' Point, in the River Congo, being sworn and examined, said—

That being acquainted with the Cabindas who composed the crew of the "Barboleta," belonging to Joaquim Martins Pamplona, merchant, he knows that when that launch was detained they were not put on shore amongst the Mussorongos, because he, the deponent, being at Sharks' Point, where he had lived up to the period of his departure to this place, he never heard that they had been put on shore there, nor did he see them.

And further, deponent saith not.

Sixth witness.—Joaquim Viegas do O, Lieutenant in the Navy, and Director of the Arsenal at Loanda, being sworn and examined, said—

That he knows nothing of what took place prior to the "Barboleta's" arrival at this place, but he, the deponent, being appointed to take charge of the said launch when she was brought into this port, towed by the British steamer-of-war "Viper," he saw that she had not suffered any injury whatever, either in her hull or rigging, and that he drew up an "auto" to this effect, which document will perhaps be found amongst the papers connected with these proceedings. That subsequently, at the request of the merchant, Joaquim Martins Pamplona, he, the deponent, surveyed and examined the aforesaid launch a second time, in his presence, and ascertained, as on the first occasion, that she had not suffered any injury, either in her hull or rigging.

And further, deponent saith not.

Seventh witness.—João Martins, chief carpenter of the Arsenal at Loanda, being sworn and examined, said—

That the launch "Barboleta" having arrived in this port in tow of the British steamer-of-war "Viper," and having been delivered to the Government, the Captain of the Port, Viegas do O, was ordered to take charge of her, and he, the deponent, having accompanied the said officer on board the steamer, saw, in the act of delivery, that the aforesaid launch had not suffered any injury whatever. That, twenty-four hours afterwards, at the request of Joaquim Martins Pamplona, owner of the said launch, he, the deponent, and the Captain of the Port examined her again, in the presence of the owner, and did not find that she was in any way damaged or injured, either in her hull or rigging.

And further, deponent saith not.

Eighth witness.—John Marks, carpenter of the British steamer-of-war "Viper," being sworn and examined, said—

That the launch "Barboleta," on the day on which she was detained, came voluntarily on board the "Viper," without cargo of any kind whatever, and the following day her crew went on shore, voluntarily, in another launch, but the deponent does not know where they landed. That the said launch was not injured by being towed to this city, which the deponent knows from his own observation.

And further, deponent saith not.

Ninth witness.—Charles Holiwood, Quartermaster of the British steamer "Viper," being sworn and examined, said—

That the launch "Barboleta" went on board the "Viper" on the day on which she was detained, with a crew of six Cabinda men and two white men, and that he, the deponent, saw that she had no cargo of any kind whatever on board, and that the crew went on shore in another launch, but he does not know where they landed. That the aforesaid launch was not in any way damaged by being towed to this city.

And further, deponent saith not.

Inclosure 12 in No. 31.

Extract from the "Official Boletim" of January 14, 1860.

(Translation.)

THE Undersigned hereby makes known that having on the 25th of October last protested against the Commander of the British steamer of war "Viper," for having detained his launch called the "Barboleta," and having stated in the same protest, from the want of correct information, some circumstances which he afterwards ascertained were not true, he therefore hastens to rectify the protest in question referring to the facts as they really occurred, and declaring null and unfounded all the circumstances which were mentioned in error, but in good faith.

Of this new protest the Undersigned will transmit authentic copies to the General Government of this province for all legal purposes.

Loanda, January 14, 1860.

(Signed) JOAQUIM MARTINS PAMPLONA.

Inclosure 13 in No. 31.

Sentence.

(Translation.)

ON examining the "corpo de delicto," and the several depositions taken, it is seen that Joaquim Martins Pamplona, a merchant of this city, noted a protest before the Judge of the Tribunal of Commerce, which he confirmed upon oath, with a view, under Article 409 of the Commercial Code, of claiming from the Commander of Her Britannic Majesty's steamer "Viper," losses and damages occasioned by the detention of the boat "Barboleta" and by her being forcibly towed to this city.

And it being seen that the details set forth in this protest are not well founded, they being at variance with truth, and conveying false and dishonourable imputations against the above-mentioned officer.

Considering, however, that there only exists the protest confirmed upon oath, and that no inquiry was made, nor deposition taken from the accused, and that the said protest was drawn up with a view alone of recovering indemnities by Civil suit, and not with any intention of being used in a criminal action before the tribunals, nor, as therein declared, of enforcing such responsibility, therefore no criminal intention can be detected in the aforesaid protest, it not being a crime according to Portuguese legislation to present a claim before any authority and to state the facts in which that claim originated, even although such facts may afterwards prove to be untrue by the counter evidence admitted by the Commercial Code. The claimant in this latter case is liable only to the civil penalty, if it can be considered such, of forfeiture of such claim, with costs, and in some cases a fine.

Without a criminal intention there can be no crime.

Therefore the dispositions of Article 245 of the Portuguese Penal Code cannot be applied to this case, not only because there is no proof of fraud nor any intention thereof, which is specially implied in the word "calumnious" used in the above-mentioned Article, but because that Article refers solely to accusations or denouncements of criminal acts, which do not appear in the present case.

Nor is there any other disposition in the Portuguese Law which can be cited, inasmuch as the crime of perjury punishable by the Ord., liv. 5, tit. 54, and liv. 2, tit. 3, cap. 4, section 6 of the Penal Code, refers to the depositions of witnesses in civil and criminal actions; but the penalty awarded to that crime cannot be imposed in the present case, because the accused was not examined by the authorities upon the statements made by him.

A protest cannot be considered as an inquiry upon oath, such inquiry indeed differing altogether from the oath required by the Commercial Code in regard to protests and malicious charges.

Thus the elements which constitute criminality are wanting in the present case, and it is prohibited by Article 18 of the Penal Code to qualify any act as a crime either by analogy, parity of reasoning, or superiority of arguments.

And even supposing a criminal intention to exist, the want of respect to an oath, if considered as a crime, should perhaps be classified amongst those appertaining to a higher order of ideas.

And on these principles, Articles 407 and 411 of the Penal Code do not apply to the present case, if for no other reasons because those Articles do not comprehend foreign officers, to whom the right of entering a private action alone remains.

Therefore there is no ground for prosecution.

Let this be notified to the Public Minister, and when the period prescribed by law for entering an appeal shall have expired, let these "autos" be filed, without costs.

Loanda, January 18, 1860.

(Signed) ANTONIO DE MOTTA VIEGA.

Inclosure 14 in No. 31.

Appeal of the Public Prosecutor to the King of Portugal.

(Translation.)

Sire,

THE Public Minister hereby appeals to your Majesty from the sentence of the Judge of this District for not having found a true bill, in the case of the accusations brought against the merchant Joaquim Martins Pamplona by the appellant, for the crimes of perjury and defamation, committed with reference to the Commander of Her Britannic Majesty's steamer "Viper."

The grounds of his appeal are as follows:—

The said Pamplona having noted before the Judge a protest against the above-mentioned Commander, attributing to him various acts of violence and spoliation, he was obliged, in virtue of Article 1,409 of the Commercial Code, to make his statements under oath. Now it being proved by the depositions taken that he made those statements falsely, he cannot but be considered as amenable to Article 242 of the Penal Code. It is seen, moreover, that the said Pamplona, when he found that this charge had been brought against him, had recourse to the signing of a new protest, whereby he pretended to correct some of the inaccuracies contained in his first one; but in which, far from retracting anything that he had previously said, he made imputations of a much graver nature, also under oath, as in the case of the charges which he had before made. This second protest, as is seen by the copy hereunto annexed, came to our knowledge after the depositions had been taken. It, however, differs only from the first in so far as regards the name of the launch detained; adding, moreover, to the imputation which was not conveyed in the first, of having embezzled two contos of reis, that of the spoliation of the merchandize, and allowing the statement as to the injury suffered by the "Barboleta" in being towed to this port to subsist.

The crime of defamation against a public authority in the exercise of his duty is also proved, inasmuch as, although the Commander of the "Viper" is a foreigner, he was employed as a cruizer in these seas, and on the coast of our possessions in Africa, by the Treaty of the 3rd of July, 1842, celebrated between Portugal and England. By that Treaty the British cruizers have the right of visiting and capturing Portuguese ships suspected of being employed in the Slave Trade, and those cruizers must, therefore, be recognized by us as "public authorities." Consequently it is evident that the worthy Judge, in not finding a true bill against the accused, violated Article 242 and 411 of the Penal Code, inasmuch as Pamplona is shown to have been guilty of perjury; it being proved, first, that the truth has been altered; secondly, that fraud has been committed, the statements having been made for the purpose of deriving pecuniary benefit in recovering losses and damages; and third, that the statements made might have injured the character of a third person by the responsibility which would fall upon the Commander of the cruizer before his own Government in consequence of the indemnities claimed, and the criminal proceedings to which he would have been liable for the outrages and spoliations attributed to him.

Thus the three characteristics of the crime, in whatever species of falsehoods it may be considered, are proved.

And the appellant prays that Your Majesty may be pleased to cause these proceedings to be laid before you, and your petitioner, &c.

(Signed) CARLOS BOTELHO DE VASCONCELLOS, *Crown Proctor*.

Presented in Session of 1st February, 1860.

(Signed) MENDES AFFONSO.

Inclosure 15 in No. 31.

Extracts from the Portuguese Penal Code.

(Translation.)

ARTICLE 242. Any person who may give false testimony on inquiry upon a matter not under trial, or who, being obliged by law to give information, or make statements under oath or otherwise, before the public authority respecting any fact relating to other parties or to the State, may give the said information falsely, or make any false statement, shall be punished by the suspension of his political rights, and imprisonment for a period not exceeding six months.

Art. 245. Any person who in writing, either under his signature or without it, shall make directly to the public authorities, a communication or calumnious denunciation against any other party, shall be punished with imprisonment for a period not less than one month, nor exceeding one year, and suspension of his political rights for five years.

Art. 497. If any one shall defame another publicly, whether *vivâ voce* or by public writing, or by any other means of publication, imputing to him a fact offensive to his honour and character, or reproducing such an imputation, he shall be condemned to imprisonment for a period of not less than six days, nor exceeding six months, and a corresponding fine.

Art. 408. No proof is admissible respecting the truth of alleged facts, except in the two following cases:—

1. When the facts imputed to public employés, responsible for the same, relate to their duties.

2. When a criminal charge may be brought against a private individual, or a public employé not in the discharge of his duties; but in this case the only proof admissible is that resulting from a judicial sentence; and in this case the accusation, if possible, may stand over until a final decision upon the charge.

Art. 409. If in any of the cases mentioned in the preceding Article, the accused can prove the truth of the facts alleged as therein prescribed, he shall be exempted from punishment. If he cannot prove the truth of his allegations, he shall be punished as a calumniator, with imprisonment for a period of not less than two months, and not exceeding two years, and a corresponding fine.

Art. 410. The crime of defamation without imputing any specific act, if committed publicly by any person, whether *vivâ voce* or by public writing, or by any other means of publication, shall be punished with imprisonment for a period of not less than three days, nor exceeding three months, and a corresponding fine.

Section. In any charge of defamation no proof can be admitted respecting the truth of any fact to which the defamation may refer, excepting in the cases mentioned in Article 400.

Art. 411. If the crimes declared in Articles 407 and 410 should be committed against any corporate body exercising public authority, the penalty shall be from fifteen days to one year's imprisonment, and a fine equivalent to six months.

Section.—If they should be committed against any of the Legislative Chambers, the penalty shall be from two months' to two years' imprisonment, and a fine equivalent to one year.

Inclosure 16 in No. 31.

Petition.

(Translation.)

Dr. Juiz de Direito, President of the Tribunal of Commerce.

JOAQUIM MARTINS PAMPLONA, merchant, residing in this city, and with factories in the River Congo and to the north and south of that river, says: That his launch, called the "Barboleta," having been detained, in October of last year, at the mouth of the said river by the Commander of the British steamer of war "Viper," cruizing on this coast, and having been brought to this city by the said cruizer, the petitioner requested that there might be noted in this Court a "Minute of Protest" against the said Commander, or against the person to whom of right it might appertain, for this illegal and arbitrary detention, in order that he might be able to claim from the Government of Her Britannic Majesty, through the intervention of the Government of His Most Faithful Majesty, due indemnification for the losses, damages, and suspended profits resulting from that arbitrary and violent proceeding.

The petitioner, supposing that the orders which he had given respecting the supply of goods and provisions for his factories to the north and south of the River Congo had been duly executed, thought, in good faith, that when the detention of the said craft took place she was laden with the goods and merchandize which the petitioner had ordered to be sent to the factories to the north; and in this Court he added, moreover, the particulars which he was able to obtain from Cabindas in his employ, and from other Cabindas who were detained on board the steamer, and which he afterwards learnt were part of the crew of a launch which she had sunk.

It was upon these foundations that the petitioner drew up his Protest. Having, however, recently received from his factor correct information respecting the facts which have occurred (Document No. 1), and seeing from it that those facts are not entirely in accordance with the exposition thereof given in his Protest, the petitioner wishes, for the sake of truth and his conscience, to alter them, and now to state them as they occurred.

The launch "Barboleta" was not sent with goods for his factory to the north, as the petitioner had ordered. There was sent to the factory to the south and to Ambriz a freighted launch called "Verdade," the property of Lingue Chiola, or Jova, residing in Cabinda, which was legally registered, as is proved by Document No. 2. She was provided with the necessary documents to enable her to navigate, and carried the Portuguese flag.

This launch was dispatched from the factory in the River Congo on the 2nd October last, conveying to the factory to the south the goods which appear in the annexed invoice (Document No. 3), as well as two contos of reis in money, to be delivered to Antonio Gomez José Moreira, merchant at Ambriz, to pay for goods which the petitioner's factor had requested him to purchase and remit by the said launch.

Proceeding to her destination, she was visited, in the latitude of Moita Secca, by the steamer "Viper," the Commander of which vessel, after having examined the papers, told the coxswain that the launch could not proceed, as those papers were too old; that the launch belonged to Cabinda, and that the goods which she had on board were intended for the Slave Trade.

On these specious grounds the Commander of the cruizer resolved to take the goods on board his ship, and, it is to be presumed the two contos of reis in money also, inasmuch as the crew of the launch went on board the steamer with their mere clothes, and immediately afterwards, the said Commander having caused a hole to be made in the said launch, she went down. This being done, he caused the crew to be landed in a boat belonging to his ship.

A few days after this had occurred, the aforesaid steamer anchored at the mouth of the River Congo. The petitioner's factor sent on board of her, in the launch "Barboleta," the merchant Alexandre Alves Ferreira, to demand, in the petitioner's name, the restitution of the launch "Verdade" and her cargo. The Commander replied, that the launch belonged to Cabindas, and that, not belonging to the petitioner, he had nothing to restore to him. He then demanded the presentation of the papers of the "Barboleta," and, after examining them, stated to the above-mentioned merchant and clerk that she could not navigate because her passport was too old.

On this illegal ground he declared that he detained the "Barboleta," and, stating to those individuals that he would bring her to Loanda, he sent them, together with the crew, on shore in a boat belonging to his ship.

The launch was actually towed by the said steamer to this port, and the Commander of the "Viper," being convinced by this Government of the illegality of his proceedings, delivered her up to the said Government, by whose order she was handed over to the petitioner.

The facts, therefore, being precisely as herein set forth, the petitioner wishes that all that he (from being misinformed, but in good faith) declared in his Protest differing from the truth may be considered null, invalid, and without effect.

The ground upon which the petitioner based his Protest and calculated the indemnities which he considers due to him for the losses, damages, and suspension of profits which he has suffered, and still suffers, in consequence of the violences and arbitrary proceedings of the Commander of the said cruizer, being therefore altered, the petitioner wishes that that Protest should only remain in force on the grounds and facts which he now presents, and that it should only have effect so far as regards the indemnities for which the petitioner now protests.

In order, therefore, that the petitioner may maintain his rights, and, with the intervention of His Majesty's Government, claim and receive from the Government of Her Britannic Majesty due indemnities, he prays that you will be pleased to order the Clerk of the Process to annex these documents to the autos, and to administer the oath to him, seeing that he cannot sustain what he has alleged with the testimony of the crews of the two launches, they having been dispersed, or returned to their native country, Cabinda. He prays, moreover, that under the said oath a Minute may be recorded of the expositions and declarations herein made, and also of his Protest, on the following grounds:—

1. For the illegal interruption of the voyage.
2. For the unqualified act of appropriating the goods on board the said launch.
3. For the appropriation or embezzlement of two contos of reis in money, which was on board the said launch.
4. For the arbitrary act of sinking the said launch.
5. For the arbitrary and illegal detention of the launch "Barboleta."

From these acts there have directly resulted to the petitioner the following losses and damages:—

Loss of goods which the said launch had on board	364$350
Money on board the said launch	2,000 000
Freight paid	15 800
Value of the launch sunk	600 000
Loss resulting from the want of goods which were ordered to be purchased at Ambriz for the supply of the factories	2,000 000
Loss caused by being deprived of the services of boat "Barboleta" ..	200 000
Total	5,550$150

Which makes 792*l.* 17*s.* 6*d.*; and for the suspension of profits on that sum, 6 per cent., from the date of the first Protest until its payment.

And for all of which the petitioner protests against the Commander of the British steamer of war "Viper," or against whomsoever it may of right appertain, or, in default, against the Government of Her Britannic Majesty.

And thus your petitioner prays, &c.

Loanda, January 10, 1860. (Signed) JOAQUIM MARTINS PAMPLONA.

Reply.

To be attached to the Autos referred to.

Loanda, January 10, 1860. (Signed) A. MOTTA.

Document No. 1.

(Translation.)

Senhor J. M. Pamplona. *Ponta da Lenha, December* 14, 1859.

IN consequence of the haste with which the launch conveying my letter of the 17th October last sailed, I was not able to tell you all minutely, nor have I been able to do so since then, as you are aware I have been confined to my bed.

As you had ordered me, I ought to have sent in the "Barboleta" an assortment for the factory to the South, but she being fresh painted, and the launch of Jova having arrived, I loaded her with the goods, and sent her to the South on the 1st October last.

Three days afterwards the coxswain and crew returned, stating to me that the steamer "Viper" had visited her in the latitude of Moita Secca, and on examining the papers, told the crew that they could not navigate with them, they being too old; that the launch belonged to Cabendas, and that the goods which she carried were for the Slave Trade. They then took the goods, and knocking a hole in the launch, sent her to the bottom, landing the crew in one of their boats.

As soon as I knew that the steamer was anchored at the mouth of the river, I sent on board of her, in the "Barboleta," Senhores Custodio Gomes Netto and Alexandre Alves Ferreira, to demand in your name the goods which had been taken out of the launch. The answer given was, that the launch did not belong to you—that she belonged to Cabendas, and that, therefore, there was nothing to restore.

The steamer then asked to see the papers of the "Barboleta," and on examining them it was stated that she could not navigate because her passport was too old and therefore invalid, principally because one year had expired. Without further ceremony the "Barboleta" was detained, and saying that she should be taken to Loanda, her crew were put on shore at this place in a boat. The steamer sailed from this river for Loanda on the 22nd of October last.

These violences have frightened the Cabendas to such an extent that they are not willing to go to sea, and we are in risk of their leaving the employ, and of having no crews for the launches.

The same which they are now doing, these cruizers have done also to other launches of Cabenda. It is with us and with them that they perform these exploits, whilst towards the French they are lambs, even though embarking negroes within sight of them!

I send you an invoice of the goods which the launch had on board, in which is included the two contos of reis, which were going to Moreira, and which were embezzled by them.

Jova has already come here to claim payment for the launch. I have sent him, however, to speak with you in Loanda that this business may there be settled.

In this state of things I do not know how I am to send supplies to the factory to the South, nor do I know how I am to transport the oil which is now there, as we are all afraid that these cruizers will cause us greater losses, and we have no guarantee whatever for our vessels.

You will excuse me for having delayed this communication, as the fever has not left me for a day, and I only now feel better.

I am, &c.
(Signed) M. J. OLIVEIRA.

We, the undersigned, declare that the above is the true signature of Manoel Joaquim Oliveira.
Loanda, December 25, 1859.
(Signed) H. E. DA C. ALONCO.
J. J. DE CASTRO LEITE.

I recognize as true the two signatures above, and give credence thereto.
(Signed) ANTONIO MARIA LAZARY, *Notary Public.*

Document No. 2.

(Translation.)

Measurement and register of the undermentioned craft, taken by the Captain of the Port, on July 14, 1857.

Description.—Launch.
Nationality.—Portuguese.
Name.—"Verdade."
Rig.—Two masts.
Owner.—Lingue Chiola.
Residence.—Cabenda.
Length.—42 palms.
Medium breadth.—$11\frac{1}{2}$ palms.
Depth.—$3\frac{1}{2}$ palms.
Tons.—$5\frac{2}{10}$.

Marks and dimensions of hull:—

Straight bow.
Square stern, with breadth $6\frac{6}{10}$ palms.
Top-gallant forecastle, fixed on pillars; length, $6\frac{2}{10}$ palms; breadth, $8\frac{5}{10}$ palms.
Foremast passes through the first fixed thwart, close to the forecastle, a half circle being cut in the thwart for that purpose.
Mast secured to thwart by a rope.
Mainmast passes through the second thwart from the stern.
Both masts fixed, with two shrouds on each side.
Six rullocks on each side, but she can only row ten oars.
Small taffrail astern, and stern sheets.
Five fixed thwarts.
Two moveable ditto.
Four bottom boards on each side, running lengthways.
Built in Cabenda in 1857.
Measures 5·2 tons.
Marked on the stern knee, on the port side.

Naval Department, Loanda, July 14, 1857.
(Signed) J. C. S. NEVES, *Second Lieutenant and Captain of the Port.*

Document No. 3.

(Translation.)

INVOICE of goods remitted to my factory to the South by the launch "Verdade," marked "J. M. P."

25 barrels powder, 16 lbs. each, equal to 400 lbs., at 450 reis	180$000
25 ditto, 5 lbs. each, equal to 125 lbs., at 450 reis	56 250
200 bamboos	20 000
5 pieces blue baft, 18 yards each, at 3$800	19 000
6 pieces plue prints, at 3$600	21 600
10 pieces cotton cloth, at 3$750	37 500
Freight of the above	15 800
Total	350$150

In this launch there was also sent the sum of two contos of reis, which money was embezzled.
Ponta da Lenha, December 18, 1859.

(Signed) M. J. OLIVEIRA.

We, the undersigned, declare that the above is the true signature of Manoel Joaquim Oliveira.
Loanda, December 25, 1859.

(Signed) H. E. DA C. ALONCO.
J. J. DA CASTRO LEITE.

I recognize as true the two signatures above, and give credence thereto.
(Signed) ANTONIO MARIA LAZARY, *Notary Public.*

Order.

Let the petitioner be intimated to appear at my residence to-day at 2 o'clock in the afternoon, to make, under the oath which he will take, the rectification required.
Loanda, January 11, 1860.

(Signed) A. MOTTA.

Minute of Oath.

On the 11th day of January, 1860, in this city of Loanda, at the residence of Dr. Antonio da Motta Viega, Judge, where I, the Clerk, came, in virtue of the above order, and there being present the said Judge and Joaquim Martins Pamplona by me recognized, the said Judge administered to him the oath on the Holy Evangelists to declare truly, and without fraud or malice, the grounds of the required rectification of the protest, and the said oath having been taken by him, he promised so to do.

And that it may so appear, I have drawn up the present Minute, which, after having been read by me was signed by the said Judge and the party sworn.

(Signed) ANTONIO MARIA LAZARY.
A. MOTTA.
JOAQUIM MARTINS PAMPLONA.

Minute of the Rectification of Protest.

On the 11th day of January, 1860, in this city of Loanda, and at the residence of Dr. Antonio da Motta Viega, Judge, and there being present with me, the Clerk, Joaquim Martins Pamplona, merchant, of this city, whom I recognize, and to whom I give faith. He said that he rectified the protest made in the form of a petition, from folios 6 to 9, and the documents therein mentioned and annexed, which are here reproduced. The Judge considered this protest as taken, and having caused it to be drawn up, signed it with the protester, after it had been read and found by him correct.

I, Antonio Maria Lazary, Clerk, wrote it.

Sentence.

I adjudge for sentence the protest and rectification previously made in the form hereof, and for its validity I terpose my authority and Judicial Decree, with costs by the petitioner. Let him have an authentic copy if he wishes for it.
Loanda, January 11, 1860.

(Signed) A. DE MOTTA VIEGA.

No. 32.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

My Lord, *Loanda, February* 20, 1860.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Archer," Captain R. W. Courtenay, captured on the 30th ultimo, off Black Point, a barque of 170 tons, without colours or papers, but which, from the letters "W. H. S." having been discovered on some articles on board is supposed to have been the "*W. H. Stewart.*"

The crew consisted entirely of Spaniards, and at the moment of capture this vessel was prepared for the immediate reception of a cargo of slaves, her slave provisions on board, her water-casks all filled with fresh water, and a complete slave-deck laid. Captain Courtenay, therefore, determined on sending her to St. Helena for adjudication in the Vice-Admiralty Court in that Colony.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 33.

Her Majesty's Commissioner to Lord J. Russell.—(Received May 4.)

My Lord, *Loanda, February* 25, 1860.

BEGGING reference to my previous despatches respecting the proceedings of Her Majesty's cruizers on this part of the coast for the suppression of the Slave Trade, I have now the honour to transmit herewith to your Lordship the copies of a further correspondence which has passed upon this subject between the Governor-General and myself.

2. Your Lordship will observe from these papers that his Excellency, without waiting

for any more circumstantial information than that contained in the *ex parte* statements which accompany his despatch of the 28th December last, and without evincing any desire to ascertain the real facts connected with the transactions therein referred to, again charges Her Majesty's officers with having abused their power, and proceeded in a vexatious and improper manner towards Portuguese coasting-vessels.

3. It might have been supposed that Senhor Amaral, with the case of Pamplona, as detailed in my despatch of the 12th instant, so recently before him, would have been more inclined to do justice to the Commanders of Her Majesty's cruizers by awaiting the result of any inquiries which might have been made before giving credence to those statements. The inclosed papers, however, resemble many others which I regret that it should have been my duty to lay before Her Majesty's Government lately: they show similar inaccurate statements, and similar severity of animadversion on the officers of Her Majesty's naval service, so much so, indeed, that I felt it my duty in my reply to notice some of these circumstances; and, in order that the allegations themselves might be duly investigated, I lost no time in transmitting copies of this correspondence to the Rear-Admiral Commanding-in-chief, which I forwarded under flying seal to the officer in charge of this division of the station.

4. There is one point raised in the Governor-General's despatches of the 2nd and 22nd instant, to which I am desirous of inviting your Lordship's attention. His Excellency contends in those despatches that all coasting-vessels, furnished with papers from this Provincial Government, whether belonging to Europeans or native Africans residing north or south of Ambriz, must be considered as legally invested with a Portuguese character, and liable only to be proceeded against in conformity with the stipulations of the Treaty of the 3rd July, 1842.

This view appears to be quite at variance with the instructions under which Her Majesty's cruizers are acting, as communicated to me in Commodore Wise's letter, a copy of which I had the honour to transmit to your Lordship with my despatch of the 30th ultimo. Being anxious, however, to avoid unprofitable discussion with the Governor-General, I purpose limiting myself in my reply to assuring his Excellency that I will submit his views to the consideration of Her Majesty's Government, which will decide on the nature of the orders which it may be desirable to issue to Her Majesty's ships of war on the point in question.

Trusting that your Lordship may be pleased to approve of the language I have held, and of the measures I have taken, as they are exhibited in the inclosures, I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 33.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir, *Palace of Government, Loanda, December* 28, 1859.

IT is with true and deep regret that I am again obliged to call your attention to the repeated complaints made by the Portuguese factors to the North, and by the native inhabitants, for violences which they say have been done them by British cruizers.

Some facts of this nature, which have been fully verified, such as the unjust destruction of a launch belonging to Francisco Franque, of Cabinda, by the Commander of the "Pluto," and the arbitrary detention of the launch "Barboleta," belonging to Joaquim Martins Pamplona, by the Commander of the "Viper," besides other circumstances, tend to make these further complaints worthy of credit.

You, Sir, in good faith cannot but admit that it is extremely difficult in all cases to present a conclusive proof, inasmuch as the circumstances take place at sea, solely between the oppressed and the oppressors, these latter casting suspicions on the former, by attributing to them illicit objects, although the only illegalities proved are those which they themselves commit.

Now, it is not easy to believe, however much the parties complaining may be supposed to be implicated in those illicit enterprises which it is the mission of the British cruizers to repress, that they should combine to assert that these violences have been committed at every point without some foundation. Those violences, moreover, have been admitted; it having only been attempted to justify them on the singular ground that if they were not merited when practised, they might be considered as the chastisement of former sins, or serve to prevent a repetition thereof.

I have fully shown the odiousness of this doctrine in my former despatches to you upon this subject.

My special object in this despatch is to transmit to you the three inclosed copies of further complaints which I have just received, and which I am about to report to the Government of His Most Faithful Majesty, as I have already done in regard to the previous ones.

It is impossible but to suppose that the Government of Her Britannic Majesty will attend to the just demands which will be made of it, by ordering its cruizers to act only in rigorous conformity with the Treaty of the 3rd July, 1842; and to abstain from all arbitrary proceedings in judging of the illicit destination of any ship, when the same may not be clearly indicated by the proofs required by that Treaty.

This I have even the right of requesting directly from you. It appears to me that it would be equally convenient for both parties that you should, so far as it may be in your power, attend to this request; in order that one party may see an end put to the vexatious proceedings from which it suffers so much, and that the other may be relieved from the stigma which is attached to those proceedings.

Without making any remarks upon documents 2 and 3, I will observe respecting No. 1, that the complaints therein made include even the violation of the secresy of a letter which was addressed to this General Government. It must be supposed that this accusation is incorrect.

God preserve, &c. (Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 33.

Senhor Puna to the Governor-General of the Province of Angola.

(Translation.)

Sir, *Cabenda, October* 10, 1859.

NOTWITHSTANDING the representations which we have made to your Excellency of the insults which we have suffered from Her Britannic Majesty's cruizers, we again bring to your knowledge that, on the 24th ultimo, we dispatched from this place a launch laden with boards, and with all her papers in regular order; and that six days afterwards, she was taken by the English steamer "Hurpel,"* which demanded and took charge of her papers, as well as an official letter recommending to your Excellency my two sons, who were proceeding in her to Loanda; and after having opened and read that letter, as well as another which accompanied it for Senhor Miranda Henriques, requesting him to take charge of the said children, sunk the launch, and landed both crew and passengers at Point Padrone amongst the Mussorongos there, from whom part have been ransomed at five pieces of cloth each, and part yet remain there.

Annexed your Excellency will find the above-mentioned letter; and we are assured you will do us the favour to take the necessary measures to relieve us from such insults, and enable us to obtain reparation for the losses which we have suffered with respect to this launch, as well as the cargo which she had on board, consisting of 280 boards, besides other trifling articles, such as mats and bedsteads.

God preserve, &c. (Signed) MANOEL JOSE PUNA.

Inclosure 3 in No. 33.

Senhor Puna to the Governor-General of the Province of Angola.

Excellent Sir, *Cabenda, September* 7, 1859.

THE opinion which is entertained here of your Excellency's wish for the improvement of the province over which you so honourably preside, induces me to recommend to you my two sons, André and José, who return to Loanda this day again to become boarders in the college of Senhor Miranda Henriques, to complete their education—the only inheritance I can leave them.

During the brief space in which my sons have frequented the school of Senhor Miranda Henriques, they made great progress in their studies, which is entirely due to the zeal of that gentleman. If your Excellency, however, would oblige me by interceding with your authority in favour of my sons, their education would proceed more rapidly.

The kindness which your Excellency never ceases to show to the natives of Angola, and more particularly to myself, induces me thus often to take the liberty of trespassing upon you.

God preserve, &c. (Signed) MANOEL JOSE PUNA, *Honorary Colonel.*

Inclosure 4 in No. 33.

Declaration.

(Translation.)

WE, the undersigned Portuguese subjects established at Ponta da Lenha, in the River Congo, owners and agents of factories engaged in licit commerce, do hereby declare that we know that on the 3rd of November last there was captured, by the English steamer of war "Viper," the Portuguese launch "Verdade," the property of Cabinda Jobe, a Portuguese subject, and freighted by the merchant Joaquim Martins Pamplona, to proceed from this port to Loanda, with a cargo of fifty barrels of powder, bales of goods, and some money, which launch was sunk, after the "Viper" had appropriated her cargo and fittings.

We declare, moreover, that we know that there was captured and disposed of, in the same way, by another steamer, the name of which we do not know, another Portuguese launch belonging to Manoel José Puna, freighted by the merchant of this place J. A. de Fonseca, proceeding from Ambriz to Loanda with letters only; these latter violences having taken place on the 10th October, and the crew having been landed on different points on the coast, all of which was done under the pretext that the passports of the said launches were too old; sometimes, however, all explanation of the cause of capture being refused.

We declare, moreover, that on the night of the 28th of October last, a boat belonging to the steamer "Buffalo" boarded, at the mouth of the River Congo, the Portuguese launch "Jacintha," and many of the seamen from that boat jumping on the said launch, upset her, and left the Cabindas belonging to her in danger of being drowned, from which they only saved themselves by clinging to the launch which had been upset; the whole of her cargo having been lost.

We declare, further, that many of the Portuguese launches which are missing appear to have met with the same end, as their crews have been landed at different points on the coast by English steamers.

All of which we assert as being the truth.

Ponta da Lenha, December 5, 1859.

(Signed) LUIS ANTONIO FERREIRA REIS.
MIGUEL AUGUSTO DE CARVALHO.
ALEXANDRE ALVES FERREIRA.
JOSE M. B. MORENHO.
J. P. LEAL.
For J. M. Pamplona,
M. J. OLIVEIRA.
For José Antonio da F. Costa,
J. FRANCISCO DESTERO DA COSTA.

---

* *Sic in orig.*

Inclosure 5 in No. 33.

Certain Portuguese Merchants in the Congo to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir, *Ponta da Lenha, December* 5, 1859.

WE, the undersigned Portuguese subjects, with factories for licit commerce established in the River Congo, being sufferers by the abusive and strange proceedings of the British cruizers towards our vessels employed in the coasting trade, take this means of remonstrating to your Excellency against those arbitrary acts; convinced of the efficacy of so doing from the entire confidence which we have in your Excellency, and conscious that from the gravity and justice of our demands you will prevent the repetition of these occurrences by whatever means you may judge best.

The establishment of factories on the coast involves the necessity of employing small craft for the service thereof. The Undersigned know that those craft ought to be furnished with the necessary papers to enable them to be legally employed in that service, and that they are always liable to be visited by English cruizers authorized by the Treaty of the 3rd July, 1842, for the suppression of the inhuman Traffic in Slaves. The papers, however, which legalize the use of the flag being duly verified, and these vessels not being employed in any service even indirectly connected with the Traffic, we do not know how to explain the proceedings of the English cruizers.

The greater part of the launches employed in the coasting trade are the property of Cabindas, navigating under the Portuguese flag, with all the necessary documents to show their nationality, and it is with these last the greater number of the abuses to which we allude have taken place. This has been carried so far that the Cabindas, alarmed by these examples, have refused to freight their launches as heretofore. Many of these launches have been temporarily detained by the English cruizers, and others, after their fittings and cargo had been appropriated, sunk; the date of their passports, and the unfounded suspicion of their assisting the Traffic in Slaves, being alleged in justification.

These acts, beyond the actual loss occasioned to the owners of the ships and cargo, produce the worst effect amongst the natives, who, seeing that Portuguese ships are exclusively subject to these vexations, whilst those of other nations, used for much more suspicious purposes, are allowed to pass respected amongst the cruizers, must despise our flag.

For all these important reasons, the Undersigned hope to be attended to.

(Signed) LUIS ANTONIO FERREIRA REIS.
ALEXANDRE ALVES FERREIRA.
J. P. LEAL.
For João Nicolas de Barros,
M. R. CARMELINO, Junr.
For J. M. Pamplona,
M. J. OLIVEIRA.
JOSE M. B. MORENHO.
JOSE DE MORAES FAIAO.
MIGUEL AUGUSTO DE CARVALHO.

Inclosure 6 in No. 33.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, January* 11, 1860.

I HAD the honour to receive your Excellency's letter of the 28th ultimo, again commenting on various acts attributed to officers of Her Majesty's navy employed in the suppression of the Slave Trade on this part of the coast, and inclosing to me three documents containing further complaints with regard to the proceedings of those officers, which have been addressed to you by the Portuguese traders in the Congo.

Your Excellency is pleased to remark, in the first place, that some of the alleged acts which have, in your opinion, been fully verified, such as the destruction of a launch belonging to Chico Franco, of Cabenda, by the "Pluto," and the detention of the "Barboleta," belonging to Joaquim Martins Pamplona, by Her Majesty's steamer "Viper," as well as other circumstances, induce the belief that these further complaints are worthy of credit. I cannot, however, abstain from observing that the first-mentioned case, far from being fully verified, as your Excellency appears to suppose, as yet rests merely on the *ex parte* statement of one of the individuals concerned therein, a native African, who is known to be deeply implicated in the Slave Trade, and that the officer commanding the "Pluto" has not yet been heard in defence, nor has the result of the investigations indispensable to the elucidation of this matter yet reached me.

With regard to the charges brought against the Commander of the "Viper," relative to the detention of the "Barboleta," I must also add that it is not without surprise I find your Excellency referring to them as tending to give credibility to the complaints set forth in the documents which you have now sent me. I have already had the honour of stating to your Excellency that the accusations made by Joaquim Martins Pamplona on oath in respect to the proceedings of the Commander of the "Viper," towards the launch in question, are utterly false and calumnious; and your Excellency having been good enough to accede to my proposal, by causing measures to be taken for the prosecution of Pamplona on a charge of perjury, proceedings have already been instituted in the tribunals of this place, which, it is sincerely to be hoped, will lead to that individual receiving his just reward. I beg permission, therefore, to add, that the circumstances attending the detention of the "Barboleta," and the attempt made by Pamplona to criminate an honourable and unoffending officer by a sworn declaration which facts entirely falsify, instead of leading to the belief that the statements contained in the documents now sent me are worthy of credit tend, on the contrary, in my humble opinion, to impair materially the credibility of those statements.

Another circumstance, also, which destroys the weight due to these assertions, is the fact that the individua whose name stands at the head of the signatures attached to this document is Luis Antonio Ferreira Reis, whose practices in the Slave Trade are certainly well known to your Excellency, as he has been "pronunciado" for that crime before the Courts in this province.

It will be my duty to lose no time in transmitting a copy of your Excellency's despatch, with its several inclosures, to the officer commanding Her Majesty's naval forces on this coast.

Into any examination, in detail, of the various subjects of complaint brought before your Excellency by the Portuguese traders in the Congo, it is not for me to enter; yet one charge presents itself in document No. 2 which is so clearly false that I cannot suffer it to pass unnoticed.

It is alleged in that document that, on the 28th October last, the boats of Her Majesty's steamer "Buffalo" boarded, at the mouth of the River Congo, the Portuguese launch "Jacintha," belonging to Alexandre Alves Ferreira, and having upset her, the crew were left in danger of being drowned, and all the cargo lost. Your Excellency must certainly be aware of the great improbability of this statement; but when I add that Her Majesty's steamer "Buffalo" arrived in this harbour, with all her boats on board, on the 20th October, and having embarked a number of cattle for the supply of the Island of Ascension, sailed hence on the 27th October for that island, you will, I am sure, feel with me indignant that such gross falsehoods should have been submitted to you, and had they been made under oath, I should have begged your Excellency's permission to proceed against the propagators of this libel in the same manner as I am now doing in the case of Pamplona.

I did not fail in transmitting to Her Majesty's naval authorities, on this part of the coast, copies of the correspondence which has recently taken place between your Excellency and myself respecting the renewal of passports of vessels engaged in the coasting trade, and I have now the satisfaction of laying before you a copy of the reply which I have received from the officer commanding this division of the squadron.

On taking cognizance of the contents of this letter, your Excellency will perceive that Captain Courtenay has thought proper to accede to my suggestion, and that the instructions under which Her Majesty's cruizers have heretofore been acting in respect to the duration of the passports of coasting craft have been accordingly suspended.

All probability of any further interference on the part of Her Majesty's officers with the coasting-vessels to the north, on the ground upon which alone the Commander of the "Viper" acted in the case of the "Barboleta," viz., that their passports not being renewed within the period of one year from their date are, consequently, invalid, being now removed, I feel it my duty most earnestly to request that your Excellency will, in some public and formal manner, impress upon all Portuguese subjects trading to the Congo and other ports to the north, the necessity of preventing their launches or vessels from participating in any way, directly or indirectly, in the Traffic in Slaves, as I feel assured that Her Majesty's officers, although abstaining from interfering with them on the grounds above referred to, will in no degree relax in their vigorous efforts to put a stop to the assistance which is now so notoriously afforded by them to the operations of the slave-dealers on this part of the coast.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 7 in No. 33.

Captain Courtenay to Her Majesty's Commissioner.

Sir, *"Archer," Loanda, November* 28, 1859.

I BEG to acknowledge the receipt of your letter of November 10th, inclosing despatches for the Commander-in-chief, being a correspondence between yourself and the Governor-General of Angola relative to the proceedings of some of the cruizers on this coast; also a request from yourself that I will suspend so much of the Commander-in-chief's orders as relates to the necessity of the passports of Portuguese coasting-vessels being renewed annually.

I have carefully perused the correspondence, and seeing that the orders in question were given under a misconception of the Portuguese law on the subject, I feel justified in complying with your request, and will give orders accordingly.

I have, &c.
(Signed) R. W. COURTENAY.

Inclosure 8 in No. 33.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir, *Loanda, February* 2, 1860.

YOUR letter of the 11th ultimo has remained unanswered till to-day, for which I beg your indulgence in consideration of the many other important affairs which have lately occupied my attention.

I thank you much for your co-operation in putting an end to the unjust demand of the Commanders of the British cruizers, respecting the annual renewal of the passports of the coasting-vessels of this province, some of which had been detained by the said cruizers on that ground.

The warning to the Portuguese agents to the north to abstain from all participation in the Traffic in Slaves has been frequently given. I have no hesitation, however, in renewing it at your request.

With respect to the rest of your letter, referring to the principal points contained in mine of the 28th of December last, I only consider it necessary to reply as follows:—

1st. That although the merchant Joaquim Martins Pamplona may have stated in his protest respecting the detention of the "Barboleta" all the inaccuracies possible, the fact of that detention having taken place is nevertheless true, and from this fact alone I meant to infer that the complaints subsequently made by the factors in the Congo of the violences practised towards them by the British cruizers were well founded.

2nd. That although it is certain that the Commander of the steamer "Pluto" has not yet been heard respecting the complaint of Francisco Franque, it is difficult to believe that that officer will be able satisfactorily to explain the fact of his offering to restore the launch of the said Francisco Franque, as is proved by a document bearing his signature. This, again, was another foundation for the assertion made in my despatch of the 28th December last, which appears to have caused you surprise.

3rd. You always avail yourself of the suspicions of Slave Trade transactions which are more or less attached to these individuals, as a reason for declining to give credit to their complaints against the excesses of the cruizers.

To this I have to reply, that I can perfectly conceive the possibility of a person having been engaged in that Traffic with impunity, and having merited the most severe punishment had he been found committing the crime, and of that same person being the victim of the most unjustifiable violences on some other occasion.

Respecting the case of the launch "Jacintha," which is stated by the factors to have been destroyed by the steamer "Buffalo," on the night of the 28th October last, you observe that the said steamer left Loanda on the 27th of that month. I will only say, in the first place, that it does not appear to me impossible that that steamer might have been off the Congo on the night of the 28th; and, secondly, that there may be an error in date, and yet the circumstance may really have occurred.

I will call upon the complainants, however, for an explanation upon this matter, and it will be my duty to communicate to you their reply.

In conclusion, I consider that all these disagreeable controversies will be put an end to as soon as the British cruizers shall, as is their rigorous duty, limit themselves to detaining Portuguese ships found contravening the laws for the repression of the Slave Trade, and bringing them before the Mixed Commission in this city to be judged.

I must here observe that the fact of any vessel navigating under the Portuguese flag, furnished with papers from this Government, is sufficient to prove her nationality; the cruizers having no right to deny her that nationality in order to proceed towards her as they think proper, merely because the owner bears a native name, and resides at this or that point of the coast.

Firmly believing in the desire that animates us all, of opposing by every energetic and legal means the nefarious Traffic in Slaves, I entertain the hope that you and the officers of Her Britannic Majesty's navy will recognize the necessity of acceding to the proposal I now make, as it appears to me to be the only one in conformity with the Conventions between our countries respecting that Traffic.

God preserve, &c. (Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 9 in No. 33.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, February* 19, 1860.

I WAS duly honoured by the receipt of your Excellency's despatch of the 2nd instant, which it will be my duty to forward to Her Majesty's Government at the earliest moment, together with the whole of the correspondence which has passed between us respecting the alleged proceedings of Her Majesty's cruizers to the north.

Having made known to Commodore Wise your Excellency's communication of the 20th of October, 1859, respecting the capture of a Cabinda launch by Her Majesty's steamer "Pluto," in July last, I have been assured by that officer that the circumstances attending that affair are very different from those which have been represented to your Excellency; but I am distinctly informed by the Commodore that Her Majesty's officers are responsible to their own Government alone for the legality of their proceedings towards vessels engaged in the Slave Trade, the property of native Africans residing north of Ambriz.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 10 in No. 33.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir, *Loanda, February* 22, 1860

I HAVE received your letter of the 19th instant, in reply to mine of the 2nd, respecting the violences which have been attributed to the British cruizers against the coasting-vessels to the north, and in which you state that my above-mentioned despatch, with the previous correspondence on the same subject, will be brought by you, on the first opportunity, to the knowledge of Her Britannic Majesty's Government.

Your despatch also contains the substance of the reply of Commodore Wise, respecting the destruction of a Cabinda launch by the steamer "Pluto," in July of last year, and referred to in my letter of the 20th of October, 1859, that reply being to the effect that the circumstances of the case were very different from those which had been reported to me, and that the officers of Her Britannic Majesty's service are only responsible to their own Government for their proceedings with regard to the vessels of native Africans residing north of Ambriz.

With respect to this second part, I beg to refer to the 4th paragraph of my despatch of the 2nd instant, and I cannot but insist that when any vessel presents a passport, and other papers granted by this General Government, her Portuguese nationality is thereby determined, and it is not lawful for the British cruizers, even if she be employed in the Slave Trade, to proceed against her, except in conformity with the provisions of the Treaty of the 3rd July, 1842, concluded between Portugal and Great Britain for the suppression of that Traffic; and this, whether the owner of the vessel may be an European or a native African residing north or south of Ambriz.

As you inform me you will place before your Government all the correspondence which has passed between us upon these unpleasant affairs, so I will add that I have already communicated to His Most Faithful Majesty's Government part of the same correspondence, and that I will transmit the rest by the first opportunity.

You may consider it expedient, or not, to reply to me upon the special point of the recognition of the Portuguese nationality of vessels furnished with papers from this General Government, in order that your reply may accompany my report above referred to.

God preserve, &c. (Signed) JOSE RODRIGUES COELHO DO AMARAL.

No. 34.

Her Majesty's Commissioner to Lord J. Russell.—(*Received May* 4.)

My Lord, *Loanda, February* 25, 1860.

I NOW do myself the honour of laying before your Lordship such information as I have been enabled to collect upon the Slave Trade on this part of the coast, since my last annual Report, dated the 17th April, 1859, together with my observations on this subject.

2. In the year 1859, eighteen vessels have been detained to the southward of the Equator, or, more correctly speaking, off the coast lying between Cape Lopez and this city. Fourteen of them were captured by Her Majesty's cruizers, which, I believe, constitutes nine-tenths of all the captures effected by the African squadron in that period, and four by the cruizers of the United States; all of them being cases of equipment, except two, which had slaves on board, viz., the "*Tavernier*" and "*Orion.*"

3. The first-mentioned vessel shipped her human cargo at Macula, south of the Congo, and the latter at Molembo, both of them continuing under the protection of the American flag and papers, with which they cleared out from the Island of Cuba, until the moment of their receiving on board the slaves, which formed the ground of their seizure, and even after they had accomplished that object they did not scruple to display the flag of America, in the hope that they might have succeeded in deceiving Her Majesty's officers.

4. It is a remarkable fact, that although only one vessel with slaves on board had been detained by the African squadron for some years past (the "*Windward,*" taken by Her Majesty's steamer "Alecto," in 1857), not less than four vessels, with about 2,500 slaves, have been captured in less than three months. This circumstance seems to have created the utmost dismay among the slave-traffickers in the Congo, and, coupled no doubt with the active measures taken by the Cabinet of Washington, to which I shall presently refer, appears, from the information which I have received, to have somewhat damped their ardour, and restrained their operations.

5. I am not in possession of the means of ascertaining the number of slaves which have been exported from this part of the coast during the past year, but I believe I may safely say that nearly the whole of those landed in Cuba in 1859 were shipped from the coast south of the Equator. The names of the vessels which have been reported to me as having escaped with slaves since the date of my last Report, are:—"*Panchita,*" "*Laurens,*" "*Ottawa,*" "*Star of the East,*" "*Asa Fish,*" "*J. J. Cobb,*" "*Isla de Cuba,*" "*Rebecca,*" "*Cygnet,*" "*Brownsville,*" "*William M. Grotton,*" "*Belle,*" "*William Taylor Hall.*"

6. I consider one of the main causes of so many vessels having escaped, more particularly in the early part of the year, to be that the small number of Her Majesty's ships employed on this division of the station is inadequate to guard from the operations of the slave-dealers the line of coast lying between Cape Lopes and this city, from every part of which this Traffic can, more or less, be extensively carried on. The reduced state of the squadron has not allowed of more than three, and sometimes only two, vessels being employed on this division, which I think Her Majesty's naval officers will bear me out in saying cannot be effectually guarded with less than double that number.

7. I am informed that the most open and uncontrolled liberty is allowed to the Slave Trade in Cuba, a report which seems to be confirmed by the fact that nearly all the vessels lately captured on this coast are fitted out in the ports of that island, with all the necessary appurtenances for slaving voyages, and without any molestation from the Local Government. Many of these vessels have arrived on this coast direct from Cuba, which from their construction, their equipment, the water-casks on board, and the nature of their cargoes, were so manifestly destined for the Traffic in Slaves that nothing but wilful blindness on the part of the Spanish authorities could have prevented the disclosure of the fact. I confess, my Lord, that I think there is but little hope of ultimate success in the extinction of this Traffic, so long as these lawless enterprises are tolerated in the Island of Cuba, in defiance of the Treaty by which the Crown of Spain bound itself in honour and good faith to abolish it. I fear, indeed, that all the sacrifices of life and treasure which have been made in this noble cause can be but of little avail whilst Spain continues to act so faithlessly in the performance of her obligations, and I respectfully submit to your Lordship whether the Government of that country cannot be constrained to adhere to its Treaty engagements with England, by adopting more effective measures than it has ever yet taken to put a stop to the Cuban Slave Trade.

8. Towards the close of the past year a rumour reached me regarding the shipment of

a cargo of slaves from this coast to the Brazils, but I could obtain no confirmation of the report. Should it be true your Lordship will doubtless hear of it from some of Her Majesty's authorities in that country; but, however this may be, I am of opinion that the stringent measures adopted by the Brazilian Government have been happily successful in suppressing the importation of slaves into that Empire, at least for the present, and there can be no doubt but that if the Spanish authorities in Cuba would follow that example, as they assuredly ought to do, a similar result would ensue.

9. Several cases have recently occurred on this part of the coast, tending to illustrate and confirm the opinion already expressed by me, that the mere hoisting of a flag ought never to satisfy an officer of the character of a vessel. It is sufficient to mention the cases of the "*Tavernier*," "*Orion*," and "*Pamphylia*." Had not Her Majesty's officers exercised the power of verifying the nationality of those three vessels, they, by illicitly assuming the flag of America, would have succeeded in carrying off upwards of 2,000 Africans, and consigning them to a life of hopeless slavery in Cuba.

10. It is satisfactory to me, whilst upon this subject, to have it in my power to add that, on this division of the station, where, beyond all doubt, the number of American vessels engaged in licit as well as illicit commerce is greater than on any other, not one well-grounded complaint has been made against the proceedings of Her Majesty's cruizers in regard to those vessels, nor has it come to my knowledge that any act has been committed by any of Her Majesty's officers derogatory to the dignity of the flag of the United States, or not authorized by the Law of Nations. I have always made it my duty to furnish the Commanders of Her Majesty's cruizers arriving on this division with a list and description of the American vessels engaged in legal commerce with this province; and considering the difficulties with which those officers have to contend, in counteracting the devices of the slave-dealers, your Lordship will, I am sure, acknowledge that the fact I have just mentioned shows that they must not only have exercised much temper and judgment, but done their duty in strict consonance with the orders in force.

11. In my despatch of the 5th of December last, I had the honour to report to your Lordship the arrival on this coast of an effective American squadron, commanded by Flag Officer Inman, who had given me the most satisfactory assurances of his wish to dispose of it in such a manner as might contribute most efficaciously to the suppression of the illegal practices of foreigners in using the American flag to disguise their Slave Trade transactions. Having during the last three years had such frequent occasion to bring to the knowledge of Her Majesty's Government the scandalous, and I fear too successful, extent to which this abuse has been carried, and to draw attention to the inadequacy of the American squadron stationed on this coast, I was much gratified in being enabled to communicate to your Lordship the above-mentioned intelligence, and I trust that the adoption by the American Government of so decided a measure will be attended with the best results in favour of the cause which it was intended to serve. The flag officer assured me also that he should direct a constant watch to be kept on the Congo, which I pointed to him as the greatest stronghold of the Traffic now remaining on this coast; and this measure will, I hope, greatly contribute to restrain the Slave Trade in that river, or at least to multiply the embarrassments of those concerned in it.

12. I had also the honour to report to your Lordship in my despatch of the 20th of December, 1859, that Flag Officer Inman had dispatched one of the steamers under his orders to St. Helena, for the special purpose of receiving from the authorities there a portion of the crew of the barque "*Orion*," captured by Her Majesty's steamer "Pluto," with a cargo of slaves on board. Subsequently the captain and mate of that vessel were sent to the United States as prisoners on board the American corvette "Vincennes," to be tried on a charge of piracy; and should this measure succeed, it cannot fail to have a very salutary effect, inasmuch as it will convince the slave-dealers on this coast that America desires that any of her subjects who shall so far defy the laws and dishonour the character of their country as to engage in a trade of blood should be detected and brought to justice.

13. The condemnation of the American barque "*Orion*" in the United States' District Court, on a charge of being fitted for the Slave Trade, when detained by the United States' sloop-of-war "Marion," under the circumstances detailed in my despatch of the 10th May, 1859, is another circumstance which cannot fail to concur powerfully with the other measures above referred to in putting a period to the abuse of the American flag in this Traffic; but the fact of her being purchased and dispatched immediately afterwards on another slave-trading voyage, in which she would certainly have been successful but for the tact and vigilance of Lieutenant Simpson, commanding the "Pluto," will, it is to be hoped, satisfy the American Government of the necessity of devising some efficient means of preventing condemned slave-ships from being re-employed in that Traffic.

14. Upon the system sanctioned by the French Government of purchasing slaves on this coast, to be afterwards shipped as labourers to its West Indian Colonies, and the great evils attendant on that system, I entered at large in my preceding Report; it is, therefore, unnecessary for me to allude again to this subject. beyond acquainting your Lordship that the effects of those proceedings have already proved highly detrimental to the legitimate commerce of the Congo, a commerce which, I have no hesitation in saying, might become equal in value and importance to that of any other river in Africa, were it not for the desolating influence of the Traffic in Slaves, which is kept alive by these proceedings.

As far as respects the civilization of this coast, there can be no doubt but that this system operates most fatally. The sum now paid by the French agents in the Congo is equal to the very highest prices given by the Spanish and Portuguese slave-dealers for prime slaves for the Cuban market, and so long as the natives in the interior are afforded the opportunity of openly and undisguisedly trafficking in their fellow-men, they will not become interested in the trade of the natural products of their country.

15. It is indeed, my Lord, deeply to be lamented that the Government of His Majesty the Emperor cannot be induced to abandon a system which directly tends to perpetuate on this coast the existence of a Traffic which France has for so many years denounced as odious and inhuman.

16. The new Commodore and Commander-in-chief of the French naval forces on this coast arrived in this harbour on board the steam-frigate "Danaë" in December last, and having taken an early opportunity of paying my respects to him, I did not hesitate to enter freely on the question of the French emigration scheme, and to impress on him the facts and opinions thereon which I have in this and former Reports submitted for the information of Her Majesty's Government. He informed me that the operations of the contractors are, for the present, limited to the Congo and Loango, and that he was determined to see that the terms and conditions of the contract are rigidly adhered to in regard to the humane treatment of the "engagés," whose condition, he maintained, is greatly improved by their being transported to the French West Indian Colonies.

17. It is quite evident, my Lord, that while there is a demand for slaves on this coast, that demand will be supplied unless we can convince the African that in selling man into foreign bondage he sells the strength of his country, and that the natural products of his country afford him the means of procuring from all the markets of the world those goods which custom has rendered so familiar in use as to be in a great measure necessary, or which his improved condition may demand. The Africans are as much alive to their own interest as any other race of men, and if we could only convince them that their condition would be improved by the discontinuance of the Slave Trade, that Trade would receive a mortal wound.

18. The licit commerce in the Congo as it increases in prosperity will, in time, be the means of checking the Traffic in Slaves, so far at least as the influence of that prosperity may extend. The export of palm oil from that river during the past year has been considerable; considerable, I mean, in comparison with the quantity shipped there in previous years, if we except, perhaps, 1855 and 1856, during which there was an entire cessation of the Slave Trade; but I fear it will be in vain to expect that the natives will ever turn their exclusive attention to any better sort of commerce, or to any profitable labour, so long as the present inducements are held out to them to obtain slaves for sale to the French and Spanish agents.

19. It is of the utmost consequence, however, that every possible encouragement and protection should be given to lawful trade at that and the various other points on this coast where it is established.

20. The Slave Trade in the vicinity of the Congo has been greatly facilitated by the assistance which it derives from the small craft engaged in the coasting trade in that quarter, which are constantly employed in carrying slaves and slave-provisions from one depôt to another along the coast, and the proceedings of Her Majesty's cruizers in endeavouring effectually to repress these illicit practices have given rise to many unjust and unfounded complaints on the part of the Slave Traffickers in that river, which have formed the subject of a lengthened correspondence between the Governor-General and myself.

21. One of the parties who advanced statements tending to impugn the honour and integrity of Her Majesty's officers, Joaquim Martins Pamplona, has long been notorious here for slave-trading in the Congo, and his name, moreover, has already appeared in the papers presented to Parliament as a shipper of slaves from this coast. Many of the allegations made by him respecting the proceedings of Commander Hewett of Her Majesty's steamer "Viper," being devoid of a shadow of truth, although made under oath before the

Portuguese authorities here, I considered it expedient to urge the Governor-General to cause legal proceedings to be instituted against him on a charge of perjury.

22. In my despatch of the 12th instant, I had the honour to detail the various steps taken by me in order that this matter might be vigorously prosecuted to a termination, and to report that a sentence of acquittal had been pronounced by the Judge of the First Instance in this case. I cannot refrain from saying, however, that considering the amount of evidence I brought forward to procure the conviction of Pamplona, the proceedings taken against that individual should justly, I think, have been attended with a different conclusion.

23. The only vessels engaged in the Slave Trade which have lately arrived in the ports of this province are, the barque "*Emily*," and the brigantine "*William Taylor Hall*," both under American colours, as reported in my despatches of the 25th November, 1859, and of the 10th February, 1860. The last-named vessel after leaving this harbour proceeded direct to the River Congo, and from thence, I am, informed, carried off a cargo of slaves to Cuba.

I need not point out to your Lordship the difficulties which must oppose the discovery of those concerned in such transactions, when, as at this place, it is unfortunately the interest of so many to counteract every exertion that can be made to that end. There is no doubt on my mind but that many parties residing in this city are concerned in these scandalous transactions to the north.

Constant communication is kept up between this place and the Congo, and the facilities which will be given to the slave-dealers if these vessels are allowed to make entry in and clear out from the ports of this province with impunity are so apparent that I hope I may be permitted especially to suggest the expediency of this matter being brought under the particular consideration of the Government of His Most Faithful Majesty.

24. I have not adequate means of ascertaining whether any slaves have been shipped from the coast south of Loanda during the past year; but the few facts which have come under my notice induce me to suppose that the Traffic in that direction has for the present fallen into decay, and is rapidly being supplanted by legitimate commerce. Slaves, however, are to be had there in abundance, and the whole coast lying between this city and Mossamedes presents facilities for carrying on the Traffic which, in my opinion, renders it very desirable that it should be occasionally visited by one of Her Majesty's ships. None of them, however, have extended their cruizing to the south of Loanda for the last year.

25. The few Portuguese ships of war stationed on this coast appear to be entirely engaged in the service of the Colony, and never leave this harbour except when their services are required at some other point in consequence of political disturbances. Not one of them has been on a cruize since the date of my last annual Report, although it is well known that the whole line of coast to the southward of this city is totally unguarded.

26. Various laws and regulations have been promulgated here within the last three years tending to narrow the circle of slavery, the execution of which will require to be closely watched.

It would afford me sincere satisfaction could I say that I thought any practical good was likely to result to this province from the Decree of His Most Faithful Majesty of the 14th December, 1854, for the registration and partial emancipation of slaves in the Portuguese colonial possessions; but experience has shown me, on the contrary, that the anticipations already expressed by me as to its futility were but too well founded, and from all the information I have been able to collect capable of throwing light on this matter, it would appear that that Decree has in this province almost become a dead letter.

None of the proceedings of the Board of Protection are published; the half-yearly Reports which it is bound to transmit to the Home Government, accompanied by the five forms referred to in Mr. Howard's despatch to the Earl of Clarendon of the 18th February, 1858, even if they are forwarded, are carefully kept from public notice here; and, in fact, it may be said that the proceedings of the Board are conducted in secret. Some slaves, it is true, have been emancipated under the provisions of that Decree; but I have been informed that the funds at the disposal of the Board of Protection have been appropriated to purposes altogether foreign to the humane intentions of the Government of His Most Faithful Majesty, and that not one efficient measure has been taken to promote the moral or social improvement of the negroes.

27. The Portuguese Government may, in its wisdom, frame whatever laws on this subject it judges proper, and, doubtless, many of those recently enacted redound highly to its honour; but, my Lord, I cannot conceal from myself it is above all things necessary to correct the public opinion of this country on the subject of slavery, for I will venture to say that, with the exception, perhaps, of a few of the superior officers of the Government,

there does not exist one individual in this province who wishes that the slave-population should rise a single step in the scale of civilization above its present degraded level.

28. One of the arguments most prominently advanced in support of the system of enslaving the Africans is that their intellectual faculties are of an inferior order, that they are, in fact, an inferior race of beings; and that, inasmuch as their own indolence and apathy shows that they are indifferent to the blessings they would derive from their freedom, it is useless to teach them the habits of civilized life, and impolitic to grant them their liberty. Parties who hold these views no doubt, far from aiding to promote the moral and intellectual culture of the Africans, consider it more expedient that they should be allowed to remain in the present state of ignorance and barbarity.

29. I believe, my Lord, that the African character is susceptible of improvement and civilization in a degree little inferior to that of any race of men similarly circumstanced; but it is obviously only when slavery and the Slave Trade shall have been totally eradicated from amongst them that any marked progress can be looked for, or that this country can be expected to make its natural advances in civilization. Teach the natives of Africa the benefits and blessings of freedom, and they will soon not only aspire to it, but make an effort to obtain it. Teach them the truths of Christianity, give a steady impulse to habits of peaceful commerce and industry amongst them, and you will sap the foundations of this great evil; but leave them in the deplorable state of darkness and ignorance in which they now are, and they will be for ever held in subjection and degradation to supply the means of profit and labour to their European task-masters.

30. The Decree of the King of Portugal abolishing slavery in his African possessions in twenty years from the day on which it was published, is a measure which cannot fail to prove most gratifying to every friend of the African race, as it, at least, holds out a hope to the slaves in this Colony that the state of thraldom to which they are now subjected shall not be of a duration equal to their lives; but, my Lord, it is very much to be feared that even should the measure in question be sanctioned by the Cortes, difficulties will present themselves in carrying it into execution of a very serious, if not insurmountable nature.

31. The abolition of the system of forced labour in this province known as "serviço de carregadores" gave rise to many complaints on the part of the commercial body here in consequence of the increased difficulties which were said to have been caused by that measure, in transporting goods and produce to and from the interior. Those complaints, however, have latterly subsided, owing in a great degree to the success of an important enterprise undertaken by a respectable firm here, Messrs. Oliveira and Schut, for the navigation of the River Coanza by small craft adapted for the conveyance of goods to and from the principal trading stations in the interior by way of that river.

Those gentlemen have embarked a considerable amount of capital in that enterprise, which certainly merits the strenuous support and protection of the Government of His Most Faithful Majesty, as it is the first that has been set on foot for facilitating the means of communication with the interior. They have already three schooners and eleven smaller craft, with upwards of 100 free labourers, employed exclusively in navigating the River Coanza; and in the first year of this important undertaking, they transported no less than 13,000 "cargas" or loads, which would otherwise have been carried on the heads of negroes, under a system differing in no essential respect from that of slavery.

32. I have received full information from Messrs. Oliveira and Schut respecting this enterprise, in which they appear to have engaged with much discretion and judgment, and have myself seen sufficient of the project to enable me to view with confidence its practicability.

33. The great impediment which retards the material progress of this country is, beyond doubt, the want of roads and cheap conveyance; and if the Portuguese Government would direct its energies to that point, if it would expend half the money on this essential object which it is now doing in subsidizing a line of packets to run between this place and Lisbon, it would, in my belief, accomplish more in one year than they can hope to do in ten by any other measures. In this view I am borne out by every person of experience here, for it is the universal opinion that to this object, more than any other, the Home Government ought to direct its attention, inasmuch as the country is capable of furnishing an unlimited supply, not only of cotton, but of raw produce of various other descriptions suitable for commerce, if the difficulties and expenses of transport—the greatest obstacles which now prevent the development of the resources of the country—were removed.

34. The Government of Lisbon has continued to manifest a great desire to advance every useful measure of improvement in this Colony, and amongst others, an impulse has been given to the cultivation of cotton, the capability of the province to produce that

important article of good quality having already been demonstrated by various small shipments made to England and Lisbon.

The first shipment was made in 1857, as stated in my Report for that year; and from that period it has increased as follows:—

	lbs.
1857	10.267
1858	20,960
1859	64,620

It is necessary to observe, that these are the quantities exported from the Province of Loanda alone, exclusive of the various other ports in the province, from some of which larger quantities are shipped.

The cotton season begins here in October, and ends in February; and during the season just expired, one individual in this city has shipped 89,871 lbs., the whole of which was bought from free negroes, who carry it in the seed from a considerable distance, sometimes as much as 100 miles in the interior.

This person has at the present moment eleven gins at work, capable of cleaning 600 lbs. of cotton per diem, and has assured me that he would willingly undertake to ship 300,000 lbs. per annum, if due encouragement were held out to him.

35. Whilst I am upon this subject, however, it is only right for me to add, that although I am sanguine in believing that the impetus which has already been given to the cultivation of cotton in Angola will lead to the appearance of that article as an item of some importance in her future exports, I fear we should arrive at an erroneous conclusion were we to infer from the increase which has already taken place, that this province is destined to become an important source of supply for raw cotton. Although the natives in the interior have, it is true, been encouraged to cultivate and bring the cotton into Loanda for sale,—and with what result the above figures show,—and although the market having been recognized by the native dealers, we have every reason to hope that the cultivation of this important product will be extended by them, still, to do this on a wide basis of operations will no doubt require a much greater amount of energy, capital, and enterprise than has hitherto been employed; and one of the most essential requisites for the supply of good cotton, viz., European agency to superintead the sowing, gathering, and cleaning of the raw material, is entirely wanting.

36. Upon a review of the whole state of the Slave Trade on this part of the coast throughout the past year, I feel bound to say, my Lord, that whilst I do not think it justifies the hope of immediate success in the suppression, I venture, nevertheless, to indulge a sanguine expectation that if this great object be pursued in the same persevering and conciliating temper on the part of Great Britain which has already achieved so much, the progressive discontinuance of that Traffic, leading at no distant period to its entire cessation, may be reasonably anticipated.

In conclusion, however, I beg permission to repeat the expression of my humble opinion that it would be expedient to adopt vigorous and decisive measures to check this execrable Trade, not only in its middle passage, but at its birth and termination; that is to say, at the points where the purchase and sale of the negroes are effected, in order more speedily and efficiently to accomplish this noble end.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 35.

Her Majesty's Commissioner to Lord J. Russell.—(Received June 21.)

My Lord, *Loanda, March* 26, 1860.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 4th February last, acquainting me that you are of opinion that I acted rightly in declining to recognize Dr. Menezes as Acting Commissioner in the Mixed Commission Court during the temporary absence of Dr. Rodrigues, the Portuguese Commissioner.

2. It has afforded me much pleasure to learn that the course adopted by me on the occasion in question has been sanctioned and confirmed by your Lordship's opinion.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 36.

Her Majesty's Commissioner to Lord J. Russell.—(*Received June* 21.)

My Lord, *Loanda, March* 29, 1860.

I AM honoured by the receipt of your Lordship's despatch of the 4th February last, and it affords me great satisfaction to learn from it that your Lordship has been pleased to approve of the course pursued by me, as reported in my despatch of the 18th November, 1859, respecting the proceedings of Her Majesty's cruizers towards small craft, native as well as foreign, engaged in the coasting trade in the neighbourhood of this province.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 37.

Her Majesty's Commissioners to Lord J. Russell.—(*Received August* 21.)

My Lord, *Loanda, April* 30, 1860.

IN continuation of previous correspondence, we have now the honour to lay before your Lordship a translation of the judgment of the Court of Relação in this province on the appeal in the case of the indictment against Joaquim Martins Pamplona in consequence of the accusations made by him against the Commander of Her Majesty's steamer "Viper,"

2. Your Lordship will perceive from this Document that the appeal has been dismissed with costs, and the sentence of acquittal pronounced by the Juiz de Direito being therefore confirmed, the Public Prosecutor entered a further appeal against this decision to the Supreme Tribunal of Justice in Lisbon, before which Court the cause will now be sent for trial.

3. A translation of the grounds of appeal we have also the honour to subjoin, and it only remains for us to hope that the judgment of the Courts at this place will be reversed when this matter shall have been fairly and impartially considered by the Supreme Tribunal in Lisbon.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 37.

Decree.

(Translation.)

THAT in view of the "Autos" the Public Minister as the Appellant in this cause has no grounds of appeal—

1. Because in the acts imputed to the Respondent there was no criminal intention; and,

2. Because those acts are not comprehended in the Articles of the Penal Code cited by the Appellant, nor in any other Article thereof; and even although they were, the said acts can no longer be considered a crime in view of the documents annexed by the Appellant in support of his Appeal at folio 52, *et seq.*

The Appeal is therefore dismissed without costs.

Loanda, March 3, 1860.

(Signed) FIGUEREDO.
MENDES AFFONSO.
J. GUEDES.

Inclosure 2 in No. 37.

Appeal.

(Translation.)

THIS appeal is carried forward in opposition to the Decree of the Relação at folio , which dismissed the appeal previously asserted at folio against the decision of the Juiz de Direito, acquitting the Respondent Joaquim Martins Pamplona on the ground that there was no criminality in the declaration made by him under oath before the President of the Tribunal of Commerce, with a view of protesting against certain acts of violence and illegality attributed to the Commander of the British steamer of war "Viper."

The sentence of the Juiz de Direito above referred to classifying the defamatory statements herein mentioned as a private injury or offence, and alleging that the aforesaid Commander was not shown to have been a Portuguese authority, acquitted the Respondent of the crime for which he had been prosecuted by the Public Minister.

The Relação of this district adopting the principal grounds of the said sentence, in not finding any criminality in the declarations made before the judicial authorities contrary to truth, has passed over the charge of defamation.

But the Juiz de Direito and Tribunal of Relação in their respective sentences affirming that no criminal intention can be discovered in the declarations, which are superabundantly proved to have been false, have not taken into consideration the fact that it is impossible to prove the existence of a criminal intention except by external acts, and that in the present case, it being proved that the truth was altered for the purpose of recovering losses and damages for imputed acts of violence and illegality, loss or injury might possibly have resulted to a third party by the said alteration of the truth, and the three essential characteristics of the crime are therefore established.

They did not reflect, moreover, that the declaration contrary to truth was made before a judicial tribunal, an act punishable by law, and therefore not belonging to "a different order of ideas" subject merely to the rules of conscience, as laid down in the sentence of the Juiz de Direito.

Beyond the fact that the intention is shown by the external act of protest and judicial declaration, this crime is clearly comprehended in the dispositions of Article 242 of the Penal Code, inasmuch as any person protesting for losses or damages is obliged by Article 1,409 of the Commercial Code to make his declarations under oath before the President of the Tribunal of Commerce. The above-cited Article of the Penal Code moreover prescribes the penalty for the said crime, although the declarations required by law need not be sworn, it being sufficient that they should be made before the public authority.

In the sentence of the Relação against which this appeal is entered, it is set forth, that even although there had been a criminal intention, such intention ceased in view of the documents which were afterwards annexed to the "Autos," not adverting to the fact that, although according to Article 239 of the Penal Code, this might have been admitted, had those documents amounted to a retractation, they, on the contrary, are an aggravation of the imputations made, and that the said documents in so far as they differ from the first protest serve only to corroborate the facts already presented in these "Autos" regarding the alteration of the truth in the declarations previously made before a public authority, as required by law, with a view of recovering indemnities.

In the crimes of falsehood and perjury it is not possible to present any other proof of a criminal intention except the manifestation of the purpose for which the truth was altered; and such purpose can only be known by external acts, which do not appertain to the rules of conscience or morality, but to those of justice and the judicial tribunals. In the present instance, we have the external act of declaration and protest. It is shown that the declarations were not made in conformity with truth, and it is proved that the protest was drawn up before a judicial authority for the immediate purpose of claiming indemnities for losses alleged to have arisen from the violences and illegalities falsely imputed to the Commander of the "Viper." From all this it results that the officer to whom the acts of violence and illegality were attributed might possibly have been injured, in consequence of the claim for losses falsely alleged to have been sustained, and the criminal action to which he would have been liable in the proper Tribunals.

The Decree of the Relação leaves undecided the point of criminality for defamation, which, in the sentence of the Juiz de Direito was pronounced to be a private offence, without reflecting that the Commander of the steamer of war, upon whom those defamations fell, is considered a public authority by Portuguese law, that is to say, by the Treaty of the 3rd July, 1842, for the suppression of the Traffic in Slaves. As a public authority, the said Treaty confers upon him the right of examining, detaining, and capturing any Portuguese ships suspected of being engaged in the Slave Trade; and the defamation was committed whilst that officer was in the discharge of his duty, and cruizing on this coast for the aforesaid purpose. We therefore hope that the Review will be conceded, and the Decree of the Relação annulled, not from any confidence which we have in the arguments herein set forth, but in those which will be given in the learned supplement, as prayed of the Worshipful Tribunal by

Loanda, April 11, 1860.

(Signed) CARLOS BOTELHO DE VASCONCELLOS, *Crown Attorney.*

No. 38.

Her Majesty's Commissioners to Lord J. Russell.—(Received August 20.)

My Lord, *Loanda, June* 30, 1860.

WE have the honour to inform your Lordship that no case has been presented for adjudication in the Mixed British and Portuguese Commission established at this place in the period from the 1st January, 1860, to this date.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 39.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received November 12.)

My Lord, *Loanda, August* 29, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 18th of June, informing me that the Annual Report upon the Slave Trade which has been heretofore made up by Her Majesty's Commissioners on the 31st of December, should this year and henceforward be made up on the 30th of September.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 40.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received November* 12.)

My Lord, *Loanda, September* 1, 1860.

I HAVE again the satisfaction of reporting the capture of a slaver to your Lordship, Her Majesty's steamer "Spitfire" having, on the 16th ultimo, fallen in with a brigantine in latitude 7° 45′ south, longitude 12° 50′ east, which vessel, discovering neither name, colours, nor flag, and being without papers, was seized by that officer, and sent for adjudication to St. Helena.

Lieutenant Allingham, however, informed me that he had reason to believe the brigantine had been fitted out at St. Domingo, and then bore the name of "*Guadaloupe.*" Lieutenant Allingham also stated that, from the appearance of her sails and build, he had no doubt of her having originally been a Spanish vessel.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 41.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received December* 1.)

My Lord, *Loanda, October* 5, 1860.

I HAVE the honour to inform your Lordship that the United States' frigate "Constellation," having on board Flag Officer William Inman, captured on the 25th ultimo the barque "*Cora,*" with 705 slaves on board, which that vessel had shipped the evening before at Mangua Grande, a short distance south of the Congo; the "*Cora*" had neither papers nor flag on board, but the words "*Cora, of New York,*" were on her stern.

The "*Cora*" was sent by the Flag Officer to Monrovia, there to land the captured negroes, and then would proceed to Norfolk in Virginia to take her trial.

I have also to report to your Lordship the apparent vigilance which has distinguished the officer commanding the "Pedro V," a small Portuguese schooner of war cruizing between Loanda and the Congo, that vessel having within a short period detained no less than five launches, either having slaves on board, or otherwise under circumstances justifying the detention.

I defer, my Lord, enlarging upon the subject of these launches, as their cases are now under trial in the Court of Mixed Commissions, and will shortly be disposed of.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 42.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received December* 29.)

My Lord, *Loanda, October* 31, 1860.

THE Flag Officer William Inman, commanding the United States' West African squadron, having kindly supplied me with a Return of ten vessels captured by that squadron for being engaged in the Slave Trade, between the 20th of September, 1859, and the 10th of October, 1860, I have the honour to place the same before your Lordship.

Your Lordship will see that six out of the vessels captured had no slaves on board; they were, however, fully fitted to receive them.

Painful as it is to reflect upon the vigour with which this trade is carried on, yet some satisfaction may be derived from the certainty of the persons interested in those vessels having been foiled in their views, at least for a time. But it will gratify your Lordship to find that no less than 3,071 negroes have been rescued from foreign slavery by the capture of the other four vessels, between the 8th of August and 10th of October of this year. These negroes, with the exception of a few who died on the passage to Monrovia, have been landed there, and left in charge of the agent appointed by the United States' Government to receive them.

I have also the honour of calling to your Lordship's notice the activity of the Officer commanding the small Portuguese schooner of war "Pedro V," who while in and cruizing about the River Congo, between the 1st and 14th of September last, has been fully justified in sending to the Court of Mixed Commissions five "lanchas," or large coasting boats, professing to be legally engaged in carrying merchandize, but in reality eagerly co-operating with the slave-trader by the readiness the conductors of these boats have always evinced to assist in the embarkation of slaves on board vessels which may be waiting for them.

With reference to the lanchas "Mist" and "Palmeira," I regret to say that the evidence was not sufficient to justify condemnation although there could be no moral doubt of their guilt.

The lancha "Tiger" incautiously was given by the officer commanding the "Pedro V" in charge of three of his sailors, with directions to proceed to Loanda; by some means this lancha was stranded on the beach near Loango, and nothing since has been heard of the three sailors, or of the six negroes found on board, and left there to be taken to Loanda.

The lancha "*Paquete de Moanda*" had, when captured seventy negroes on board, which had been embarked for a brigantine then waiting in the offing for them, but for some unknown reason, sailed off without taking them; these negroes have been liberated according to law.

The lancha "*Va Vo*" had everything ready to receive slaves for embarkation. These three lanchas have necessarily been condemned.

I have further to report to your Lordship the detention of another lancha, called the "*Paquete*," by the "Pedro V;" the case of this lancha could not be entertained in the Mixed Commission Court, and it has been transferred to the Tribunal de Prezas, a Court resembling in its powers an Admiralty Court.

The case of this lancha will, I apprehend, come before your Lordship in a future Consular despatch, when the judgment of the Court shall have been pronounced.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 42.

List of Captures made by the United States' Squadron on the African Station, from September 20, 1859, *to October* 10, 1860.

1. By the United States' sloop "Portsmouth," Commander John Colhoun, September 20, 1859, ship "*Emily*," of New York, without slaves, but perfectly fitted to receive them on board.
2. By United States' ship "Constellation," Flag Officer William Inman, Captain J. S. Nicholas, December 21, 1859, brig "*Delicia*," off Cabinda. No colours or papers. Fitted to receive slaves.
3. By United States' sloop "Portsmouth," Commander John Colhoun, February 5, 1860, brigantine "*Virginian*," in the River Congo. Fitted to receive slaves.
4. By the United States' sloop "Portsmouth," Commander John Colhoun, May 5, 1860, brig "*Falmouth*," of New York, off Porto Praya, Cape de Verd Islands. Fitted for receiving slaves.
5. By United States' steamer "Mystic," Lieutenant W. E. Leroy, June 27, 1860, brig "*Thomas Achorn*," of New York, in Cabinda Bay. Fitted for receiving slaves.
6. By United States' steamer "Mystic," Lieutenant W. E. Leroy, July 16, 1860, brigantine "*Triton*," of New York, off South Coast. Fitted for receiving slaves.
7. By United States' steamer "Mohican," August 8, 1860, Captain S. W. Godon, ship "*Erie*," of New York, off the Congo, with 997 slaves on board.
8. By United States' steamer "San Jacinto, Captain Thomas A. Dornin, August 8, 1860, brigantine "*Storm King*," of New York, with 619 slaves on board.
9. By the United States' ship "Constellation," Flag Officer William Inman, Captain J. S. Nicholas, barque "*Cora*," of New York, south of the Congo, with 705 slaves on board.
10. By United States' steamer "San Jacinto," Captain Thomas A. Dornin, October 10, 1860, brigantine "*Bonito*," off the Congo. 750 slaves on board. No flag or papers.

Total by African United States' Squadron—ships captured, 10; slaves liberated, 3,071.

Inclosure 2 in No. 42.

RETURN of six "Lanchas" detained for Adjudication, between September 1 and 14, 1860.

Detained by	Name of "Lancha."	Slaves on Board.	Fitted for Slaves.	In what manner disposed of. Observations, &c.
Portuguese schooner-of-war "Pedro V"	Tiger	6	.. .. ..	Stranded near Loango, on her passage to Loanda. Condemned in Mixed Commission Court, October 30.
Ditto	Paquete de Moanda .	70	.. .. ..	Condemned October 30. This "lancha" had, a short time previously, carried slaves to an American vessel.
Ditto	Va Vo	..	Fitted for slaves .	Condemned October 30. This "lancha" was fully prepared to embark slaves.
Ditto	Palmeira	..	.. .. ..	Acquitted for want of sufficient evidence.
Ditto	Mist	..	.. .. ..	Ditto.
Ditto	Paquete	..	.. .. ..	This "lancha" was detained for sailing without a flag or legal papers. Transferred to the Tribunal de Prezas, for adjudication.

(Signed) H. V. HUNTLEY, *Acting Commissioner.*

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 43.

Commander Hewett to the Secretary to the Admiralty.

Sir, *" Viper," River Congo, December* 15, 1859.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the morning of the 4th November, 1859, and when off Mecula, we sighted a brig standing off the land. Steam being up, I proceeded in chase at 7·30 A.M.; observed chase close-hauled on port tack, and shortly afterwards she went round, working towards us. Our colours were displayed, and shortly afterwards chase showed the American flag.

At 8·45 we came up with and spoke the brig *" Tavernier,"* of New York (this on her stern). I lowered a boat with the view of boarding her, sending Lieutenant Croke and Mr. Thompson, Paymaster, as boarding officers.

Prior to the boarding officers getting on board, the American flag was hauled down. She was full, having on board 519 in number, majority boys. I therefore detained her as a prize to this ship, inasmuch as she had no papers, and claimed no protection of any State or nation.

I determined to send this vessel across to St. Helena without delay, and which was done, after taking out of her all the women and girls and the smallest boys (in all 99 in number). This was done with the view of giving more room to the remainder, which was essentially necessary, and strongly recommended by the Assistant-Surgeon of this ship, as also that of the Paymaster. The necessary certificate to that effect is herewith inclosed.

The shipment took place last evening, the 3rd, at 6 P.M., being accomplished in the short space of one hour and a half, and at a place called Mecula.

The object the captain of the brig had in view in working towards us was—that he took us for one of the men-of-war (English) that had previously boarded him, and thus lull suspicion.

The prize crew sent in charge of the brig was composed of Lieutenant J. N. Croke in charge, Mr. J. L. Woods, Midshipman, two petty officers, four seamen, one marine, and four kroomen—in all thirteen in number. The cook of the brig was also sent across.

On the 10th November, 1859, after communicating with the Senior Officer, I left for St. Helena (speaking the prize the morning of the 11th), arriving at that place on the 21st, when 94 slaves were landed from the " Viper," five having died on the passage.

On the 23rd the brig arrived, when 352 slaves were landed, 68 having died on her passage from the coast. While lying there, and waiting for condemnation of the vessel, 37 more died, and on her being adjudicated upon, and condemned, 409 slaves (out of the 519 originally captured), were emancipated, thus making a total loss of 110 in number.

I have, &c.
(Signed) WM. N. HEWETT.

Inclosure in No. 43.

Certificate.

WE, the Undersigned, hereby certify we have been on board the full slaver "*Tavernier*," of New York, and find the general health of the slaves good, but from the confined accommodation, together with the large number of human beings (519) in so small a vessel, deem it advisable to remove a portion, for their better conveyance to St. Helena.

Given under our hands, on board Her Majesty's ship "Viper," this 4th day of November, 1859.

(Signed) T. E. SEYMOUR, *Assistant Surgeon in charge.*
ALEXANDER THOMPSON, *Paymaster.*

No. 44.

Captain Courtenay to the Secretary to the Admiralty.

Sir, "*Archer,*" *Black Point, February* 2, 1860.

I HAVE the honour to report that at daylight on the 30th January, being in latitude 5° 0′ south and longitude 11° 40′ east, a brigantine was seen about four miles distant, hove-to with upper sails clewed up. I made sail and stood towards her. On getting near I went on board (she being still hove-to) and found her to be a vessel of about 180 tons, with slave-deck laid, water-casks full, and slave-coppers. She had neither papers, colours, nor captain; I could not discover her name, but from the letters "*W. H. S.*" being found marked, I am inclined to think she was the "*W. H. Stewart.*"

I took possession of her, and sent her the same day to St. Helena, for adjudication in the Vice-Admiralty Court, under charge of Mr. James Hamilton, midshipman. This vessel had left the Havana nearly five months since, had been two months on this coast, the captain having gone on shore on arrival with the money. She was to have shipped her cargo at Black Point, off which she was waiting for daylight to stand-in. She had been chased off the coast several times, once by the "Triton" and by a Portuguese man of war.

The scene that I witnessed on going on board was, if possible, more horible than that presented by a full slaver. The mate was lying on the deck of the cabin in a delirious state from fever. The whole of the crew, eleven in number, all Spaniards, were in a most miserable and emaciated state from the effects of scurvy; two of them were lying in the fore-peak unable to move, and two more on deck in the same state. On asking the crew why they had not made sail on seeing us, they said that they were utterly unable to make the exertion, there being only two men able to work. The vessel was very dirty, and if they had attempted to carry a cargo of slaves, the slaves being in the same weak condition as those that have been shipped in the three vessels captured lately, in my opinion few blacks or whites would have lived to see the Island of Cuba.

The mate and crew were removed to the "Archer," where they received medical treatment. The mate died in the evening and the crew (four of whom were in a very critical state) were landed at their own request at Black Point, a place where Europeans are residing. Under these circumstances I could not carry out the station orders regarding the disposal of Spaniards captured in slavers.

I have, &c.
(Signed) R. W. COURTENAY.

No. 45.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant,*" *off the Rio Pongas, February* 19, 1860.

IN compliance with my instructions I have the honour to report, both for the information of Her Majesty's Government and that of the United States, the occurrences which took place on the occasion of boarding the brigantine "*George William Jones*" of Salem, 200 tons burden, under American colours, off the River Pongas on the morning of the 18th instant, by the boats of Her Majesty's ship under my command. The facts of the case are as follows:—

I arrived off the river on the evening of the 17th, about half-past 10, having two clergymen on board for a passage to the Mission at Falinghia. At daylight I despatched two cutters with these gentlemen and their luggage, but having observed a brigantine at anchor in-shore about five miles from the mouth of the river, I gave instructions to the Lieutenant in charge of this boat to board her on his way.

It appears that on approaching the vessel she hoisted American colours: the boats came alongside of her and immediately a rope was thrown to them to make fast, the officer in charge being permitted to go on board, when he asked leave for his boat to remain alongside for a few minutes to rest their crews, which was at once readily granted.

After the lapse of a quarter of an hour and just before intending to make a fresh start, he requested to see her papers, and was told that the captain being on shore he (the mate) did not know anything about them, or where they were kept; also that the captain, he thought, would be away about three or four days: but being again requested to produce the documents he made an attempt to look for them, and returned half-an-hour afterwards saying he could not find them, but that if the captain was on board no doubt it would be all right. The application to see the paper being renewed, accompanied by a statement that unless they were forthcoming the vessel would have to be sent out to me, these documents were discovered, and on inspection by the boarding officer not proving regular (insomuch that the first paper handed to him was the "manifest," the declaration at the foot of which was neither filled in, signed, dated, nor sworn to), at once caused a suspicion that the vessel was flying false colours, and under this impression her other documents were closely examined, and found in many points informal, when after due consideration the Lieutenant thought it right to send her out to me, which was done in charge of an officer and crew.

The vessel not having joined me until 10 P.M., owing to her being compelled to work up against a contrary wind, I was unable until the following morning to see her papers, when I sent for the mate, who brought his register and log-book, which documents I examined and found his register perfectly formal; this at once established his nationality without a doubt. Under these circumstances I immediately sent the vessel back to her former anchorage in charge of an officer and crew. I greatly regret that this occurrence should have taken place, and have strongly impressed upon my officers that on every occasion of suspected nationality of either French or American vessels, the legal registry when produced is quite sufficient of itself to establish the same.

This error appears to have been caused by seeing the informal documents (already alluded to) previous to the ship's registry being shown, which at once looked suspicious, especially as the vessel's general appearance and her internal fittings led the officer to believe that at any opportunity she would be ready to receive a cargo of slaves.

Being at anchor off the Pongas I consider to be in itself very suspicious, as I have every reason to believe that the Slave Trade is carried on to some extent in this river.

I am happy to say no detention as regards her cargo has taken place, and the mate expressed himself satisfied that the vessel had sustained no damage or loss. A notation in accordance with the Slave Trade instructions was made in her log.

I have, &c.
(Signed) W. EDMONSTONE.

No. 46.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) "*Arrogant,*" *off Sierra Leone, March* 17, 1860.

HAVING good reason to credit the information I have received relative to the Traffic in Slaves that is supposed to be carried on in the Pongas, I have instructed the senior officer of the North Division to cause this part of the coast to be watched as much as the service will permit.

To A. Fitzjames, Esq., the Acting Governor, I am indebted for much information respecting the Slave Trade that is carried on in the vicinity of Sierra Leone, and also up the Pongas. There is, I think, no doubt that slaves are daily dealt in on this river (Sierra Leone) on a small scale, and only so recently as the evening of the 20th ultimo a boat containing 34 slaves was captured by Mr. Pike, the harbour-master, who is a most indefatigable man, and has been very successful in making captures.

The source from which these slavers are supplied, are the prisoners taken in the continual fights between the Timmanns and Loosoos, native tribes in the vicinity of Sierra Leone; these prisoners are conveyed down the river during the night, and it is then that they are sometimes captured by the boats employed for that purpose on their way to the northward for sale.

As the country about the Pongas is not a slave-feeding country, slaves are taken there merely for exportation from the district of Sierra Leone and the Sherbro: but the trade in hides and ground-nuts from the neighbourhood of the Pongas is considerable, and apparently engrossed entirely by the Americans, which is the reason of a number of vessels being continually off this river; these are of so small a description, and in every way so well adapted for carrying slaves, that there is little doubt but they engage in this illegal traffic whenever an opportunity occurs.

No. 47.

Lieutenant Burton to the Secretary to the Admiralty.

"*Triton,*" *at Sea, Lat.* 3° 25′ *N., Long.* 11° 1′ *W.,*
Sir, *April* 13, 1860.

I HAVE the honour to inform you that I this day captured a ship fully equipped for the Slave Trade, name unknown, without colours or papers, being the sixth capture made by the "Triton" since January 1859: and from the manner in which her cargo was selected and stowed, as well as being remarkably well found in all other respects, I am of opinion that she must have been equipped by some persons well versed in the Slave Trade.

Her crew, consisting of thirty-two persons, appears to have been carefully selected, all being young able-bodied men, and who denied having a claim on any nation whatever.

From one of her crew I ascertained that the ship had originally been an American packet named "*Roanoke,*" built at Baltimore, owned by merchants at Philadelphia, and sold by them to the slave-merchants at Cuba. He further states:—

1. That the vessel cleared out from the Spanish Main, and received a portion of her cargo at Matanzas, into which port she was towed by a steamer in the night; did not anchor, and left again before daylight, receiving the remainder of her cargo at sea from the coasting craft; and that she sighted the Cape de Verd Islands on her passage out.

2. The money for purchasing the slaves had been taken to Lisbon, to be transferred to the coast of Africa by the Portuguese packet.

3. The slaves were to be ready for shipping at Elmina Chica, to the number of 1,000, or more if they could be obtained, and for which there was ample accommodation.

4. From the baffling and light winds usually experienced on this part of the coast, I deemed it expedient (as I was steaming to Sierra Leone to carry out the orders of Commodore Edmonstone), to take the ship in tow, and proceed to that port with as little delay as possible.

I have, &c.
(Signed) R. H. BURTON.

No. 48.

Lord Wodehouse to the Secretary to the Admiralty.

Sir, *Foreign Office, May* 23, 1860.

I AM directed by Lord John Russell to transmit to you, for the information of the Lords Commissioners of the Admiralty, the accompanying copy of a despatch from Mr. Brand, Her Majesty's Consul at Lagos,* with its inclosures in original, reporting the steps taken by him to procure assistance for the Abbeokutans, in order to enable them to resist the threatened attack of the King of Dahomey; and I am to request that you will state to their Lordships that Lord John Russell has approved Mr. Brand's proceedings in this matter.

I am further to request that you will inform their Lordships that the reports which have been received from time to time from the African coast show that these expeditions, undertaken by the King of Dahomey, against the people of Abbeokuta, although since 1851, they have not resulted in any actual attack on that place, have, nevertheless, been productive of much injury to trade, have been attended by a great loss of human life, and have stimulated other Chiefs to make war on their neighbouring tribes with the view to procure captives to be sold to the slave-dealers.

It is on every account, therefore, desirable that a check should, if possible, be put to these expeditions of the King of Dahomey, and with this view I am to suggest that the Commander-in-chief of Her Majesty's Naval Forces on the African Station should be instructed to make a communication to that Chief, to the effect that, if another year, he marches his army against Abbeokuta he must not only expect to find that the

---

* Class B, No. 1.

Abbeokutans, who are our friends, have received material assistance from us, but that he himself will be attacked on whatever points his territory may appear most vulnerable.

I am, &c.
(Signed) WODEHOUSE.

No. 49.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," Lagos, May* 1, 1860.

IN reference to your letter of the 21st October last, conveying to me their Lordships' directions to remove the "Brune" from Lagos Lagoon, I beg leave to lay before you, for their information, the inclosed communications (copies of which I have retained), just received from the King, Consul, and the principal merchants of Lagos on this important subject. From a perusal of these documents, it will be seen how extremely impolitic and injudicious (in the opinion of these authorities) such a step would be, especially in the present unsettled state of the interior; that it would tend most certainly to revive former troubles and disturbances, endanger life and property, and that the mere withdrawing all visible British protection would immediately create great dismay among the respectable part of the community, particularly those attached to our interests. In these opinions (so forcibly expressed), after the best information I have been able to collect, I fully concur.

The "Brune" seems to completely answer the purpose for which she was originally placed here; securing peace and tranquillity generally, and affording a sense of security to the traders, at a less cost than could be devised by any other means. The vessel herself, though not fit for a cruizer, is apparently in good condition, and able to do the duty assigned to her, with the assistance, temporarily, of men from the senior officer in case of necessity. Her engines, also, with the exception of some trifling repairs which can be accomplished on the spot, are in fair working order.

The health of the officers and crew, under the present establishment, does not appear to have suffered, generally, much more than any other cruizer on the coast, no deaths having occurred; though there can be no doubt that a constant residence in the Lagoon must be detrimental to the condition of Europeans: but they must be relieved from time to time, which I have already done in this instance, pending their Lordships' pleasure, by placing Lieutenant Hand in command for the time being, and sending Lieutenant Lodder home; the other officers, with the exception of the Assistant-Surgeon, who is desirous of remaining, have also been replaced by others of the same rank. I have also added a Quartermaster and Shipwright, to make her more efficient, the remaining portion of her ship's company being made up of Kroomen.

The only substitute for the "Brune," as a defence, except a vessel of her own description, would be a local corps, with barracks built in a convenient position. Fortifications I consider quite impracticable, besides the expense and time it would take to erect them.

Under all the circumstances of the case, after mature and due consideration, I have ventured to suspend carrying out their Lordships' instructions respecting the withdrawal of the "Brune" from Lagos until their further pleasure is made known to me—and I can only earnestly hope that, looking at the question in all its bearings—the strong manifestation of local public opinion, at the commercial stake at issue, and the fatal consequences that would inevitably ensue if their former order should be put in force—that their Lordships will be induced to cancel it until some sufficient substitute can be found for defending life and property, and supporting British interest in this quarter.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure in No. 49.

Commodore Edmonstone to Consul Brand.

Sir, *"Arrogant," Lagos, April* 27, 1860.

I BEG to acknowledge the receipt of your letter of yesterday's date, inclosing petitions from the King of Lagos and several of the leading and influential merchants of the place, soliciting that I would not remove the "Brune," a tender to Her Majesty's ship under my command, from the Lagoon of Lagos; and have the honour to inform you that, after having duly weighed the importance of the requisition submitted to me, and taking into consideration the great and apparently rising commerce of the place, as also the safety of its inhabitants, all of which you state would be jeopardized by the withdrawal of the "Brune," it is my intention to retain that vessel at Lagos until I shall receive further instructions from my Lords Commissioners of the Admiralty on the subject. In the meantime, I will lay your letter and its inclosure before their Lordships.

I have, &c.
(Signed) W. EDMONSTONE.

No. 50.

Lord Wodehouse to the Secretary to the Admiralty.

Sir, *Foreign Office, June* 22, 1860.

I HAVE laid before Lord John Russell your letter of the 13th instant, with its inclosures from Commodore Edmonstone, reporting the circumstances under which that officer had refrained from carrying into effect the instructions of the Lords Commissioners of the Admiralty for the removal of the gun-boat "Brune" from the Lagos Lagoon, and stating that their Lordships had approved of the "Brune" being continued in her present position, on the understanding that the Europeans employed in her shall be relieved once in three months, or as often as circumstances will admit.

I am, in reply, to request that you will refer the Lords Commissioners of the Admiralty to the communications which passed between this Department and the Board of Admiralty in the month of November last, which explain the grounds upon which Lord John Russell considers it of great importance that the "Brune" should be retained in her present position. His Lordship learnt, with regret, from Mr. Brand that Commodore Edmonstone had received orders to withdraw the "Brune" from the Lagoon, and he is glad to find that the Board of Admiralty have approved that officer's conduct in not withdrawing her.

I am to add, that the statements contained in the letter addressed by Mr. Consul Brand to Commodore Edmonstone, deprecating the removal of the "Brune" from Lagos, are so conclusive with regard to the impolicy of such a proceeding that Lord J. Russell has nothing further to add on that point; and his Lordship trusts that such arrangements will be made as will ensure the presence, at all times, of the "Brune," or some other adequate vessel, at Lagos, where a large amount of British property is at stake, and where the safety of life and property is mainly dependent upon the protection afforded by the small British ship of war which has been stationed in the Lagoon.

I am, &c.
(Signed) WODEHOUSE.

No. 51.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," Lagos, May* 4, 1860.

I HAVE the honour to inclose the duplicates of a correspondence between the American flag-officer on this station and Captain Courtenay, late of Her Majesty's ship "Archer," respecting the detention of the American brig "*Jehossee*" by Commander Fitzroy, of Her Majesty's ship "Falcon."

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 51.

Flag Officer Inman, U.S.N., to Captain Courtenay.

Sir, *"Constellation," St. Paul de Loanda, February* 4, 1860.

I INCLOSE copy of a statement made by Commander Fitzroy, of Her Majesty's ship "Falcon," to Lieutenant Commanding C. S. McDonough, of the United States' steamer "Sumpter," and again in presence of Assistant-Surgeon J. H. Otis of the latter vessel.

I expect to receive from Her Majesty's senior officer on this part of the coast at the earliest practicable moment, a refutation of the above statement, or the official evidence of marked disapproval of the conduct of Commander Fitzroy, if it be true.

Such unwarrantable interference with the right of American citizens on this coast will not be permitted, and will be promptly repressed.

The Government of the United States will be immediately apprised of the circumstances above related.

I am, &c.
(Signed) WM. INMAN.

Inclosure 2 in No. 51.

Statement of Commander Fitzroy.

Fernando Po, January 21, 1860.

THAT about the 12th of January, off Adaffie, he boarded the American brig "*Jehossee*," opened her hatches, and saw her slave-deck laid. The captain, Hambleton, of the "*Jehossee*," refused to haul down her colours, and also to be present at the opening of the box containing his papers. Captain Fitzroy sent for his armourer, and having picked the lock, found his papers all right; the lock was then re-secured by his armourer.

Captain Fitzroy then left, leaving a prize crew on board.

The following day he fell in with Her Britannic Majesty's ship "Medusa," Commander Bowden, who ordered Commander Fitzroy to recall his crew, and suffer the "*Jehossee*" to proceed.

This statement Commander Fitzroy made to me on board the "Falcon;" also in the presence of Doctor Otis of this vessel, on shore.

(Signed) C. S. Mc DONOUGH, *Lieutenant Commander.*
J. H. OTIS, *Passed Assistant Surgeon, United States' steamer "Sumpter."*

Inclosure 3 in No. 51.

Captain Courtenay to Flag Officer Inman, U.S.N.

Sir, *"Archer," February* 9, 1860.

I HAVE the honour to acknowledge the receipt of your letter of February 4, inclosing a copy of a statement made by Commander Fitzroy, of Her Majesty's ship "Falcon," to Lieutenant Commander McDonough, of the United States' steamer "Sumpter," and again in presence of Assistant-Surgeon J. H. Otis of the latter vessel.

You call upon me for a refutation of the above statement, or the official evidence of marked disapproval of the conduct of Commander Fitzroy if it be true. As I have no information in this matter except that contained in the verbal statement forwarded by you, it is impossible for me to refute it. And I do not hesitate to say that if it be the whole truth, the act of Commander Fitzroy was in direct disobedience to his orders, and he will most certainly meet with the severe displeasure of the British Government.

The "Falcon" is not under my orders, but under those of Commander Bowden, Her Majesty's ship "Medusa," the senior officer in the Bight, who, by his order to Commander Fitzroy to deliver up the "*Jehossee*" to her captain, gives that which you demand, an official evidence of marked disapproval of the conduct of Commander Fitzroy.

You state that "such unwarrantable interference with the rights of American citizens on this coast will not be permitted, and will be promptly repressed." I am sorry you should think it necessary to use what appears to me to be a somewhat unseemly threat. Be assured, Sir, that no interference with the rights of American citizens will be countenanced by the British Government, and that ample satisfaction will be given for any unwarrantable act on the part of a naval officer.

I have, &c.
(Signed) R. W. COURTENAY.

Inclosure 4 in No. 51.

Flag Officer Inman, U.S.N., to Captain Courtenay.

Sir, *"Constellation," St. Paul de Loanda, February* 11, 1860.

I HAVE received from Commander Hewett, of Her Majesty's ship "Viper," your letter dated November 9, 1860, probably intended for February 9, 1860.

By that letter I am informed that the "Falcon," Commander Fitzroy, is not under your orders, but subject to those of Commander Bowden of the "Medusa;" that the order of the latter to Commander Fitzroy to deliver up the "*Jehossee*" to her captain is sufficient evidence of marked disapproval of the conduct of Commander Fitzroy.

You are also pleased to mention that if the verbal statement of which I furnish to you a copy be the whole truth, you do not hesitate to say that the act of Commander Fitzroy was in direct disobedience to his orders, and he will most certainly meet with the severe displeasure of the British Government.

You conclude your letter as follows:—

"I am sorry you should think it necessary to use what appears to me to be a somewhat unseemly threat. Be assured, Sir, that no interference with the rights of American citizens will be countenanced by the British Government, and that ample satisfaction will be given for any unwarrantable act on the part of a naval officer."

The expression I used was not intended as an unseemly threat, but was meant to convey a distinct impression of the requirements of my duty, without discourtesy to those intrusted with the interests of Her Majesty on this coast.

I am, &c.
(Signed) WM. INMAN.

No. 52.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) *"Arrogant," at Fernando Po, May* 27, 1860.

ON the 2nd April the "Prometheus" left for the Rio Pongas, anchoring off its entrance on the evening of the 4th, when she despatched a boat to visit the Mission at Falanghia: everything appears quiet and thriving at this station.

Commander Skipwith reports that he has no doubt but that the Slave Trade is carried on in different parts of the river, especially by Mrs. Lightbourne and a Mr. Faber, and that slaves are conveyed to the Nunez, there being a branch creek from Bungalong to that river; also that there were several barracoons up the Pongas, but the exact locality could not be ascertained.

It appears that the boat was absent on this occasion four days and proceeded as far up the river as Bungalong (about 50 miles), where a suspicious-looking vessel under French colours, "*Le Jeune Emile*," was at anchor, the master of her continually dropping Spanish expressions; but there was nothing to warrant a detention.

Commander Bowden of the "Medusa," the senior officer, was at Whydah on the 14th of last December.

On the 20th December the "Medusa" was off Lagos and returned to Whydah. On the 28th Commander Bowden landed, and communicated with the Yervogar on the 2nd January respecting the state of the Slave Trade, and sailed for Lagos on the 6th.

On the 12th Commander Bowden returned to Whydah, for the purpose of rendezvousing with "Falcon" and supplying her with provisions and coals. The "Medusa" was at Lagos on the 21st and steamed to Grand Popoe on the 30th, when Commander Bowden took the opportunity of visiting the Chiefs to remind them of the Treaty.

The Chief of Badagry was visited on the 2nd February by the "Medusa" for the same purpose, and also to inquire into a case of fire that took place on the premises of Messrs. Novelli by request of Mr. Consul Brand; the report of Commander Bowden's proceedings on both these occasions is inclosed for your information. It was ascertained while there that about the 10th of January a vessel had shipped slaves at Gadomé, arriving and sailing the same night.

Commander Bowden further reports that he had information that the roads from Dahomey country were stopped, and as he had previously heard an expedition was about to set out to attack either Lagos or their friends the Abbeokutans, he proceeded in the "Medusa" immediately to Lagos and warned King Docemo. The correspondence that took place on the subject of assistance as requested for Abbeokuta is also inclosed.

On the 26th the "Falcon" was at Loanda, then cruized between Mayumba and Loanda, up to the 14th of April. Commander Fitzroy reports that during the month of March a cargo of 750 slaves left the neighbourhood of Cabenda, and that a large number are ready for shipping.

The "Archer" was at St. Paul de Loanda on the 25th November and found at anchor the United States' vessels "San Jacinto" and supply store-ships, French screw-steamer "Loiret," and Portuguese corvette "Goa." On the 27th the United States' ship "Constellation" arrived at Loanda bearing the flag of Flag-Officer Inman, and shortly afterwards the French screw-frigate "Danaë" with the broad pendant of Commodore Bosse. Captain Courtenay reports that the French Commodore visited this part of the station for the purpose of overlooking the emigration establishment in the Congo and at Loango; he intended departing for the North shortly, and you will be glad to hear that he had not a single complaint to make of the proceedings of the British cruizers on the Coast of Africa. Captain Courtenay also reports that the American Flag Officer appears to be anxious to do all in his power to prevent the Slave Trade from being carried on under the protection of the American flag. He has orders to break up their naval depôt at Porto Praya and form one at Loanda.

The American Flag Officer reports having captured on the 21st December off Cabenda, the brig "*Delicias*" fitted for the Slave Trade, without papers or colours, and has sent her to the United States. Captain Courtenay informs me that the American Flag Officer on hearing that the "*Orion*" had been captured by the "Pluto," and that she had been sent to St. Helena with the captain and two mates on board, despatched the "Mystic" to St. Helena with a requisition to the Governor to give them up to him as United States' citizens caught in the act of piracy. The proper depositions having been taken they were given up to the Commander of the "Mystic" and will be sent to the States for trial. The fact of these men having been arrested and sent to the States, no matter what may be the result of their trial, will, I feel sure, have an excellent effect in showing that the United States' flag cannot always be used with impunity.

I have great pleasure in bringing to your notice that the Commander of the "Mystic," Lieutenant Le Roy, on his return to Loanda kindly brought over the prize officer and crew of the "Pluto," late in charge of the "Orion." Captain Courtenay has expressed his thanks in writing to the American Flag Officer.

The "Archer" was off Ambrizette on the 21st January. On the 30th when off Black Point captured a brigantine, name unknown, without colours or papers; anchored the following day in Black Point Bay and landed the crew of the prize.

The Congo is well watched by the American cruizers, who are apparently very anxious to put down the Slave Trade at present carried on under their flag.

On the 1st of November the "Triton" left Mayumba Bay, and the next day anchored in Loango Bay, and communicated with the English Factory on the 3rd, and learnt that the French Commodore had been there on the 25th October, leaving the following day for the Congo; also that there were 500 French emigrants ready for shipping.

The "Triton" was at Malemba on the 2nd January. Anchored in Loango Bay on the 6th, and communicated with the shore next day, and ascertained that the French steamer "Stella" had arrived on the 4th from Marseilles, and left the day after for the

Congo, with the intention of returning to Loango to embark 300 negroes for Martinique.

The "Triton" weighed on the 9th, and captured a barque off Londano, with between 600 and 700 slaves on board, having neither name, colours, nor papers; and Lieutenant Burton deeming it necessary, removed a portion of the cargo to the "Triton." Left Londano on the following morning with prize in tow, and landed the crew of prize at Cabenda. Anchored on the 11th in Bahia Fonda, from which place Lieutenant Burton dispatched the barque to St. Helena, and awaited arrival of Senior Officer.

From information I am able to gather, the Slave Trade in the North Division is confined to the Rio Ponga and Nunez Country, but I have not heard of any shipment having taken place. In the Bights, principally to the Whydah country subject to Dahomey, one shipment having taken place at Jackin, supposed under American colours. The Slave Trade is almost general on the South Coast, but more especially carried on between Londano on the north, and Ambrizette on the south of the River Congo.

Since writing the above, I have received intelligence from the Governor of the Gold Coast that the troops have been removed from Quitta, owing to the disturbed state of the interior, the force at that fort not being sufficient to repel any hostile movements: consequently the place will again become a slave-shipping position to a considerable extent. Further, Commander Raby, of the "Alecto," has reported to me by the mail just received, that in that neighbourhood, and also at Whydah, two shipments have very recently taken place. The whole of this country is more or less subject to Dahomey, as already stated.

Inclosure 1 in No. 52.

Lieutenant Lodder to Consul Brand.

Sir, *"Brune," February* 24, 1860.

I BEG to acknowledge the receipt of your letters dated February 21st and 23rd, with their inclosures.

I have, according to your request, ordered Lieutenant Allingham, commanding Her Majesty's ship "Spitfire," now in the roads, to supply you with what ammunition he can spare.

I am sorry I cannot render any assistance by detaching any officers to Abbeokuta, without the sanction of the senior officer, as my orders from the Commodore are so peremptory on that point.

I have forwarded copies of your letters to Lieutenant Allingham for the information of the Senior Officer, who is hourly expected off here.

I have, &c.
(Signed) EDWD. F. LODDER.

Inclosure 2 in No. 52.

Consul Brand to Lieutenant Lodder.

Sir, *Lagos, February* 23, 1860.

WITH reference to the subject of my letter of the 28th instant, I herewith inclose, for your information, the copy of a communication from the Alake of Abbeokuta, received this forenoon, and dated the 19th of the present month (the same date as that of the inclosure in my previous letter), and in which he asks for four English officers to assist his people in the present crisis.

I have, &c.
(Signed) G. BRAND.

Inclosure 3 in No. 52.

Mr. Townsend and others to Consul Brand.

Sir, *Abbeokuta, February* 19, 1860.

THE various rumours respecting the meditated attack on Abbeokuta by the Dahomians having taken a decided character, we, the undersigned British subjects, on behalf of the civilized portion of the town, beg most urgently to call upon you to render us all possible aid and assistance in this crisis, for the protection of our lives and a considerable amount of property.

What will meet the present emergency, are cartridges and shot for 6-lb. brass field-guns, pistol bullets, powder, and some persons experienced in managing the field-pieces.

As it is reported to-day that the enemy is within a day's march, and the Chiefs have sent several detachments of soldiers to guard the gates of the town, we shall be thankful for an immediate reply.

We have, &c.
(Signed) H. TOWNSEND.
D. HINDERER.
T. KING.
JOHN G. HUGHES.
C. B. MACAULAY.
SAML. CROWTHER, Jun.
F. RIBEIRO.
JOSIAH CROWTHER.
J. C. DEWRING.
C. W. FAULKNER.

Inclosure 4 in No. 52.

Commander Bowden to Consul Brand.

(Extract.) "*Medusa*," *Lagos, February* 27, 1860.

I HAVE the honour to acknowledge the receipt of your letter of to-day's date, and, in reply, beg to inform you that I approved of Lieutenant Lodder furnishing you with ammunition, because, in your letter to him, you solicited whatever aid it might be in his power to bestow in that respect.

In your letter of to-day, you submit to me whether it might not be advisable that further supplies of ammunition should be sent to Abbeokuta. In reply, I have the honour to inform you that I am unaware of any Treaties or obligations which would authorize my taking any offensive measures against the Dahomey people, even in supplying their adversaries with ammunition.

The "Medusa" has no 6-pounder, and cannot, therefore, supply shot; but should you, from your knowledge of the views of our Government, deem it imperative to give powder to Abbeokuta, I will cause it to be supplied to you, taking your receipt for the same.

As regards detaching to the interior officers or men, to take part in a native war, I do not think I should be justified, under any circumstances, in doing so, without the sanction of the Senior Officer of the station.

Commodore Edmonstone is expected here the first week in April; in the meantime, I will remain in the roads, if you think it necessary, in case of any attack on Lagos, or other circumstance arising, until I am relieved by "Viper."

Inclosure 5 in No. 52.

Commander Bowden to Lieutenant Lodder.

Sir, "*Medusa*," *Lagos, February* 25, 1860.

I HAVE received the correspondence between Mr. Consul Brand and yourself, relative to the anticipated attack on Abbeokuta.

I am of opinion that you were right in acceding to the Consul's request concerning the ammunition: he would not have worded it so strongly unless he had reasons for helping the Abbeokutans against the Dahomians.

As regards your not detaching any officer to Abbeokuta, you are unquestionably right. The orders to defend Lagos from attack do not, in my opinion, in any way include friendly States or towns.

Landing a few officers and men totally unprotected, and sending them into the interior to take part in a war among native tribes, would not be justifiable under any circumstances.

I have, &c.
(Signed) W. BOWDEN.

Inclosure 6 in No. 52.

Consul Brand to Lieutenant Lodder.

Sir, *Lagos, February* 27, 1860.

I HAVE the honour to acknowledge the receipt of your letter of this date, in reply to the communication which I sent to you this morning.

With reference to what you state respecting the Dahomey people, allow me to observe that I have hitherto been under the impression that there was an instruction issued by the Commodore, to the effect that the present rulers of Lagos and Abbeokuta should be supported against any attempt on the part of Kosoko or the King of Dahomey.

As regards the considerate offer made in the last paragraph of your letter, which I gratefully acknowledge, I am happy to say that I do not at present anticipate anything arising here which would justify me in keeping you from other important duties, by representing the necessity of the "Medusa" remaining here until the arrival of the "Viper."

I shall now dispatch the Alake's messenger, whom I have detained until I should learn your decision in the matter which I felt right to submit to your consideration.

I have, &c.
(Signed) G. BRAND.

Inclosure 7 in No. 52.

Consul Brand to Commander Bowden.

Sir, *Lagos, February* 27, 1860.

LIEUTENANT LODDER has transmitted to me a copy of your letter of the 27th instant, relative to the expected attack upon Abbeokuta by the army of the King of Dahomey.

From the correspondence forwarded to you by that officer, you will see the nature of the application made to me; and I would venture to submit whether it would not be advisable that some further supply of 6-lb. shot and cartridge, or of the shot alone, if the cartridges cannot be spared, should be sent to Abbeokuta.

But for the decided terms of your letter, stating that the detaching of officers or men would not be justifiable under any circumstances, I would have suggested that the presence of even one volunteer officer, in the present crisis, would not fail to produce an encouraging and sustaining influence on the Abbeokutans, and a corresponding effect in intimidating their enemies.

There are interests involved in the result of such a contest as that now anticipated between Dahomey and Abbeokuta which give to it a far higher importance than that of an ordinary war between native tribes.

I have, &c.
(Signed) G. BRAND

Inclosure 8 in No. 52.

Consul Brand to Lieutenant Lodder.

Sir, *Lagos, February* 21, 1860.

I TRANSMIT herewith the copy of a letter received this afternoon from Abbeokuta, asking for certain supplies to resist the expected attack of the King of Dahomey.

Means have been taken for forwarding a sufficient supply of lead and powder; 6-lb. shot, with the exception, perhaps, of a very small number, are not, I find, to be procured here, and I have therefore to solicit whatever aid it may be in your power to render in this respect; and, at the same time, to submit to your consideration whether it be possible to detach any number of persons qualified for directing the operations of field artillery.

I have, &c.
(Signed) G. BRAND.

Inclosure 9 in No. 52.

Lieutenant Lodder to Lieutenant Allingham.

Sir, "*Brune,*" *Lagos, February* 22, 1860.

HAVING received a letter from Mr. Consul Brand, transmitting me a copy of a letter he had received from Abbeokuta, asking for certain supplies to resist the expected attack of the King of Dahomey—Mr. Consul Brand having solicited my aid in procuring such ammunition, which cannot be procured here—in the absence of Commodore Bowden I have to request you will supply Mr. Consul Brand with as many cartridges, as well as shot, for a 6-lb. field-piece, as you can conveniently spare.

I inclose copies of both letters, for Commander Bowden's information on his arrival.

I have, &c.
(Signed) E. F. LODDER.

Inclosure 10 in No. 52.

The Alake of Abbeokuta to Consul Brand.

Sir, *Ake, Abbeokuta, February* 19, 1860.

THE Alake sends his best respects to you, and wishes you health.

The Alake hopes you will not be surprised to see his letter containing petitions instead of salutations. At your arrival at Lagos, the Alake was informed of it; there the Alake has just begun to make buildings, in which he is still engaged, and consequently has postponed his sending to salute you till after having completed the buildings, at which time he thinks not only to salute, but to ask you to come up.

In years ago, when the Dahomians attacked Abbeokuta and were severely beaten and driven back, since then the Egbas have always heard, every year, that the Dahomians would attack Abbeokuta, and as soon as it was reported to the Alake, he always informed Mr. Townsend of it, and then asked him to make applications to the late Consul, to send the Egbas officers, which report was always afterwards found to be false—this was repeated yearly. This year, the news of the Dahomians' intention to attack Abbeokuta being brought to the Alake, he would not believe it, consequently would not send over to inform, or rather ask, Mr. Townsend to apply to you to send them officers to help them; but finding the report to be true, the Alake, in great hurry, now undertakes to write to you, to send them four officers, as the Dahomians are expected here within three or four days.

The Alake begs you not to delay in sending help. It has been reported that the Dahomian armies are very large.

It may be that the Egbas and Dahomians will have engaged in battle before the officers' arrival. Should they be defeated before this time, it is just the same to the Alake, who is very anxious to be favoured by being assisted by English officers.

It has also been reported that, if the Dahomians could not rush into the town in their first attack, they will retire at some distance from the town and encamp. The Alake has sent his armies to stop by the walls, out of the town.

Written by me,
(Signed) DAVID WILLIAMS,
For the ALAKE.

Inclosure 11 in No. 52.

Commander Bowden to Commodore Edmonstone.

Sir, "*Medusa,*" *Whydah, January* 31, 1860.

I HAVE the honour to inform you that, in compliance with your orders to visit the Native Chiefs and remind them concerning their Treaties, I visited the Chief of Grand Popoe on 30th January, having every reason to believe the "*Cygnet*" had taken her slaves from this neighbourhood.

Mr. Dawson kindly came down from Aghwey, and arranged the meeting. I saw Al Lee Fai, who it appears, is now a King. He said he perfectly remembered the Treaty, and produced the stick with the Royal Arms which was given him on the ratification. He said the copy of the Treaty was destroyed by insects. All the minor Chiefs were present except J. Bamsard, who was in Frenchtown, and would not come as they were not friends. I read and explained the Treaty, and told him I knew shipments had taken place on their beach. They protested to the contrary, declaring if it were so, it was without either their knowledge or connivance; finally asking for presents in rum and food to make their head-men stronger and keep better guard on the beach. I warned them of the consequences if they persisted in breaking the Treaty.

Grand Popoe is a large town about two miles from one of the branches of the Lagoon, and some four miles from the beach. There are several other villages and towns on both sides of the Vista. Al Lee Fai is the head or King of all the country near.

I have, &c.
(Signed) W. BOWDEN.

Inclosure 12 in No. 52.

Commander Bowden to Commodore Edmonstone.

Sir, *"Medusa," Lagos, February* 6, 1860.

I HAVE the honour to report, in compliance with your orders to remind the Native Chiefs of their Treaties, I went to Badagry on the 3rd of February, and had an interview with the Chiefs on that subject.

I found that none of the Chiefs who signed the Treaty are now in power. They could not produce a copy of the Treaty, but had the sticks that were presented to them. I read and explained the Treaty to them; they knew there was such a Treaty, and considered it binding, declaring they had never broken it; they had no slave-dealings; they wished their country to be like Lagos, and would always do as we wished them.

The Head Chiefs are Wawo (pronounced "Wauo"), Mola Popo, also Oked, who was not present being too old.

I wrote down their names on a copy of the Treaty, and they engaged to make it known to all their people, and severely to punish them should they ever infringe it. In consequence of a request from Mr. Consul Brand, I also had a long palaver with them about a fire that had broken out on the premises of Messrs. Novelli and Co. They finally agreed to make the compensation the Consul had demanded, and to do their utmost to detect the culprits.

I have no suspicion of any shipments of slaves having taken place from this country.

I have, &c.
(Signed) W. BOWDEN.

No. 53.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.) *"Arrogant," Ascension, August* 1, 1860.

I HAVE the honour to make you acquainted with the proceedings of Her Majesty's ship "Arrogant," since my last report to Rear-Admiral Grey dated 27th June.

Captain Godin having kindly offered me a passage to St. Thomas', in the United States' gun-vessel "Mohican," I left Fernando Po on the 28th June, and arrived the next day at Princes Island, where the "Constellation," with Flag Officer Inman on board, was at anchor.

I took the opportunity of conferring with him and received every attention.

The flag officer seems very anxious of co-operating with us in putting down the Slave Trade, and is most desirous that a friendly feeling should exist between our respective cruizers.

He having kindly placed the "Mohican" at my disposal, I left in her on the 1st ultimo, and arrived at St. Thomas' the next day, where I found the "Arrogant" all safe, just returned from a short cruize.

I thanked Captain Godin for his courtesy to me while on board, and the "Mohican" sailed for Accra on the 3rd.

No. 54.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.) *"Arrogant," Ascension, July* 25, 1860.

IN compliance with your instructions, I have the honour to report on the state of the Slave Trade, between 1st October, 1859, and 30th June, 1860, embracing a period of nine months.

Although I only arrived on the station in December last, I have thought it advisable to continue this report from the date of my predecessor's final one, so as not to have any gap: and this is the reason why it extends over a period of nine months instead of six as directed by you.

The service of the "Arrogant" having been as yet necessarily confined to the North and Bight Divisions, I regret to say I am unable to give so much information from personal experience as I could wish of the extent to which the Traffic in Slaves is carried on in the southern portion of the station under my orders.

From reports which I have received, it appears that forty-two vessels, capable of containing 30,399 slaves have either arrived to the 30th June, or are now on their way to the African Coast. This does not include a Portuguese vessel and a Spanish barque, whose names are not known, and in all probability able to carry 1,000 more, making a total of forty-four vessels, capable of conveying 31,399 slaves.

Notwithstanding our squadron has been considerably reduced, I am thankful to say that out of that number, nine vessels enumerated in List No. 1 (nearly a fourth), capable of conveying 5,549 slaves, have been captured by Her Majesty's cruizers, not including a vessel ("*Emily*" of 300 tons) that was detained and sent over to America by the United States' corvette "Portsmouth," capable of conveying upwards of 500 more, altogether making a total of ten vessels capable of conveying 6,049 slaves.

I regret, however, to state that by the inclosed List No. 2, it will be seen that six vessels, capable of containing 3,100 slaves, have been successful in carrying away their cargoes from the coast. Besides this, two vessels (a Portuguese and a Spanish) are also reported to me as having got clear with slaves on board, the latter vessel to the extent of 570; in all, 3,670 human beings that have been led into slavery. The number that was taken over in the Portuguese vessels is not known.

Having disposed of seventeen out of the forty-four vessels, there remains twenty-seven capable of containing 21,750 slaves to be accounted for, of which number the following vessels, all flying the American flag, are frequently seen by our cruizers on the coast, and will no doubt ship their slaves as soon as a favourable opportunity offers, viz.:—

	Slaves.
Brigantine "*Virginian*," 220 tons; can convey	600
Brigantine "*John R. Rhoades*," 178 tons; can convey ..	500
Barque "*Iowa*," 260 tons (disguised as a whaler); can convey	650
Brigantine "*Baron de Castial*," 267 tons; can convey ..	650
Ship "*Memphis*" (disguised as a whaler); can convey ..	1,200
Total	3,600

In addition to these five, two more (one ship-rigged and the other a brig) were chased by the "Archer," but she could not come up with them; the "Triton" also was unsuccessful in chasing a barque: this leaves nineteen vessels of which I can give no account; some of them are now probably on the South Coast, and others on their way to it, but owing to the very few cruizers we have out here they have not as yet been fallen in with.

Of the forty-four vessels above referred to, no less than twenty-six are under the American flag, while the remaining nine are made up of four Portuguese, three Spanish, one Mexican, and one Chilian. Again, out of the nine captured vessels shewn on List No. 1 there are five that previously flew the American flag, clearly showing that under that flag the great mass of Slave Trade is carried on, and consequently the only effectual way of putting a stop to it must be done with the aid of America.

At present they have a squadron on the coast almost as large as our own, for the purpose of preventing the flag from being made use of by vessels that are not entitled to its protection.

In my recent intercourse with Flag-Officer Inman, commanding the American squadron, I was very happy to find that he is most anxious to put down the Slave Trade, and I feel confident that the other Commanders are equally anxious to do the same; but I am told by them that they are unable to do even so much as ourselves, for unless a vessel has actually the slaves on board they dare not detain her, because they are sure not to be condemned, and the expense falls on the unfortunate officer who sent the vessel across.

The "*Orion*" is, I think, a good instance of this: she was eight several times boarded by American cruizers, and was detained and sent over by the "Marion" for condemnation, but got clear and returned to the coast, when the "Pluto" took her with 888 on board, two months after she was released.

It is quite an impossibility to put an end to the Slave Trade under the existing circumstances, for any vessel that chooses to fly the American flag is beyond our right of search. I have already endeavoured to show that the great majority of suspicious vessels always fly that flag.

As nearly every vessel met with out here claims to be an American, and it is well known that America does not carry on a trade on the coast (especially south) extensive enough to account for so many of her mercantile marine being out here, the only conclusion to be arrived at is, that nearly all are destined for the conveyance of human freight.

I feel certain if the Commanders of American men-of-war were furnished with instructions to seize every vessel flying their flag that had the usual slave-fittings, the Slave Trade would be reduced to more than two-thirds its present extent.

I beg to draw your attention to the principal localities where the Slave Trade is at present carried on.

North Division.

The Traffic in Slaves is considerable, but carried on in a small way. Sierra Leone and its neighbourhood I consider as one of the principal places in this division, and the source from whence slaves are procured are the numerous prisoners that are taken in the frequent wars that occur amongst the different tribes. All captives are taken to the Pongas and Nunez (which are not slave-feeding countries) for exportation in exchange for cattle and other articles for barter: in fact, the slave is a coin in this part of the country.

Although we have not as yet been able to trace any actual suspicious vessel from the Pongas there is little doubt but that slaves are exported from that river, and I am of opinion the small American brigantines, that carry on a considerable trade in hides, would not be averse to taking a cargo of slaves whenever an opportunity should offer.

Mrs. Lightbourne and a Mr. Faber have barracoons in the Rio Pongas, where the slaves are kept waiting a favourable opportunity for shipments, but their locality cannot be ascertained, as they are continually shifted.

I have issued particular instructions to the senior officer that the river is to be watched as narrowly as possible.

Domestic slavery is almost general in this division, there being scarcely a person of any importance but has some interest in it.

Bights Division.

The Slave Trade is confined principally to the Whydah country subject to Dahomey; Aghwey, Jackin, Delmina, Great and Little Popoe, being the chief places of shipment.

Now that the troops have been removed from Quitta Fort, Tellah Coffee is certain to become once more a great export for slaves, especially as the whole of the neighbouring Chiefs are at war.

Not more than twelve miles from Lagos there is a slave-market well supplied by those taken as prisoners. I feel confident that the Slave Trade in this division is greatly on the increase, two cargoes having been reported to me as being shipped on the same day.

South Division.

Slave Trade is almost general on this part of the station; and as the price of negroes is considerably less than anywhere else, being about twenty-five dollars per head, the majority of vessels, of course, proceed south. Point Piedras, Mayumba, Banda Point, Black Point, Londano, Congo, and Mecula, are the principal shipping-places, all of them having baraccoons more or less.

Mecula is the only place on the south of the Congo where the Traffic in Slaves is at all considerable.

It will be noticed that in proportion as legal commerce increases so this diabolical trade diminishes, therefore the chief aim out here is to encourage the growth of legitimate commerce, which is the only sure way of effectually putting an end to it.

In my recent visit to the Old Calabar and Cameroons I was happy to see that the natives were carrying on an extensive traffic in palm oil with our merchants. The only description of slavery known in these parts is entirely domestic.

To avoid any collisions with the United States' men-of-war I have issued positive instructions to our cruizers to be very careful in their conduct when boarding American vessels for the purpose of proving their nationality; also that they are invariably to ask permission before proceeding on board any of their vessels.

In conclusion, I have to draw your attention to the very limited squadron at my disposal, which is quite inadequate for the requirements of the service, especially as the services of one vessel will be altogether required for the Niger Expedition, and the Slave Trade is supposed to be increasing.

The following is the manner in which they are distributed; and I have also stated against each division what I think is the least number of vessels absolutely necessary for the satisfactory performance of the duties required.

North Division.—"Prometheus," "Lynx." Three vessels always required.

"Dover," in the Gambia, being defective, the service of one of the above cruizers is required there frequently.

Bights Divison.—"Alecto," "Triton," "Brune" (inside Lagos Bar). Four vessels always required in addition to "Brune."

South Division.—"Archer," "Falcon," "Sharpshooter," "Spitfire." Six vessels always required.

Inclosure 1 in No. 54.

RETURN of Slavers Captured on the West Coast of Africa, between October 1, 1859, and June 30, 1860.

Date of Sailing from last Port.	The Vessel's						Intended		By whom Captured.	Date and Place.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.	Place of Shipment.	No. of Slaves.			
July 13, 1859	J. Harris	None	Brig	249	T. Curry	Slaves	Jackin and Godome	500	Spitfire	September 26, 1859. Jackin.	
Not known	Tavernier	Ditto	Ditto	About 200	Unknown	Ditto	Mecula	519	Viper	November 4. Mecula	Very much cramped.
Sept. 1859	Unknown, supposed "Orion"	Ditto	Barque	600	Ditto	Ditto	Londano	888	Pluto	Nov. 30, 1859. At sea, Lat. 4° S., Long. 9° E.	The "Orion" was sent to New York by the "Marion," in April 1859, but was not condemned. Returned to the coast in October 1859; was visited by "Portsmouth," and other American cruizers.
Sept. 21, 1859	Unknown	Ditto	Ditto	250	Ditto	Ditto	Ditto	592	Triton	Jan. 9, 1860. At sea, Lat. 5° S., Long. 11° E.	
Not known	El Rosarito	Ditto	Brigantine	170	Ditto	Slave cargo	Ambrizette	400	Arrogant	Dec. 3, 1859. At sea, Lat. 1° S., Long. 11° W.	Vessel in very good order, and well found.
Ditto	Pamphylia	Ditto	Brig	250	Ditto	Slaves	Londano	650	Triton	January, 1860. Londano	Had been under Sardinian colours.
Ditto	Dos Hermanos	Ditto	Ditto	200	Ditto	Slave cargo	Mecula	600	Ditto	January, 1860. Mecula.	
Ditto	Unknown, supposed "W. H. Stewart"	Ditto	Brigantine	230	Ditto	Ditto	Black Point	500	Archer	January 30, 1860. Black Point	Had been on the coast a long time; all the crew sick. Chased by "Triton," on December 4, 1859, off Annabon.
Feb. 23, 1860	Unknown	Ditto	Ship	500	Ditto	Ditto	Not known	900	Triton	April 13, 1860. At sea, Lat. 3° N., Long. 11° W.	
							Total slaves	5,549			

From October 1, 1859, to June 30, 1860, nine slavers captured, capable o conveying 5,549 slaves.

"Arrogant," St. Thomas, June 30, 1860.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 2 in No. 54.

RETURN of Vessels which are said to have Escaped with Slaves, from the West Coast of Africa, from October 1, 1859, to June 30, 1860.

Date of Sailing from Western Ports.	The Vessel's						Place where Slaves were shipped.	Date of shipment.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.			
About July 1, 1859, from New Orleans	Cygnet	American	Brigantine ...	199	— Gottell, master and owner	500	Somewhere between Whydah and Grand Popoe	Sept. 1859	M. Corallis, the principal slave-dealer on this part of the coast, is supposed to have gone in her to Havana.
April 1, 1859, from New Orleans ...	Rebecca	Ditto	Ship	540	... ...	600	Congo	Oct. „	Repeatedly visited by Her Majesty's cruizers. This vessel was, I hear, afterwards destroyed, after having landed over 400 slaves. She was supposed to belong to Messrs. Pratt, Pujol, and Co., of New Orleans, who are the owners of the barque "Laura," captured by "Archer."
April 18, 1859, from New York	Laurens	Ditto	Barque ...	400	J. Lima, New York	650	Not known, but supposed Congo	Oct. „	This vessel appears, by the slave intelligence, to have landed about 600 slaves in Cuba.
March 21, 1859, from New York ...	Isla de Cuba ...	Claims to be American.	Ditto	215	Dobson & Co., supposed to be C. Reis & Co.	300	Supposed Mecula	Oct. „	Captain Larkin, her captain, was supposed to be nominally her owner; she landed about 250 slaves, and was burnt.
July 25, 1859, from Charleston	Francis Eden ...	American	Brigantine ...	277	Ramon Silas, Charleston	500	Congo	Nov. „	Can convey 800 slaves.
August 31, 1859, from New York ...	Belle	Ditto	Barque ...	286	H. S. Vining	450	Supposed Ambrizette.	Nov. „	

A Portuguese vessel, name unknown, is supposed to have got clear, with a cargo of slaves, about the same time as "Cygnet," number not known.
A Spanish barque, flying French colours, is supposed to have left Whydah, either on the 9th or 10th of April last, with a cargo of 570 slaves, but her name is not known.

From October 1, 1859, to June 30, 1860, six slavers escaped, capable of conveying 3,100 slaves.

"Arrogant," June 30, 1860.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

No. 55.

Commander Raby to the Secretary to the Admiralty.

(Extract.) *"Alecto," Fernando Po, August* 24, 1860.

I HAVE the honour to report that on the 12th instant I received a letter from Her Majesty's Acting Consul for the Bight of Biafra, dated Cameroons, 5th August, informing me that he had seen a suspicious barque, under Monte Videan colours, lying in that river, and on his inquiring, had ascertained from King Bonny Bell that she had actually come for the purpose of shipping slaves, and that the supercargo had landed the principal part of her cargo, under a pretended contract from King Bell to supply him with 400 slaves. I immediately left for Fernando Po, where I arrived on the 14th instant, took a pilot, and went up the Cameroons on the morning of the 15th. Being obliged to anchor when nine miles from King Bell's Town, I detached the gig and whale-boat, under the orders of the Senior Lieutenant, who boarded and took possession of the barque "*Constancia,*" under Monte Videan colours. On arriving at the anchorage a few hours after, on examination I found she was the late American barque "*White Cloud,*" which had cleared from the Havana, 16th of May, for Monte Video and Buenos Ayres; she was without regular papers, merely having a pass from the Consul for Uruguay at the Havana, to proceed from that port to Monte Video and Buenos Ayres.

She has a large quantity of calavances and rice, thirty-six large puncheons of water in her hold, as well as water on deck.

Her log is evidently not authentic. I could get no reliable information as to her previous movements since leaving the Havana; but from the long lapse of time (eighty days) since leaving that port, I imagine she must have visited the coast further to the southward.

No. 56.

Lieutenant Burton to the Secretvry to the Admiralty.

Sir, *"Triton," off Whydah, September* 10, 1860.

I HAVE the honour to acquaint you that I visited a barque named "*Buck Eye,*" this day, to prove her nationality.

On my visiting this vessel her Captain (a man named Booth, who commanded the "*E. A. Chase,*" and was reported to have run a cargo of slaves from the South Coast Division in 1858) refused to show me his register, but on my pointing out to him that I did not believe his flag to be genuine, he produced his register, which was in the usual form; purporting that the barque belonged to, and was cleared out of, New York in May last: the month of May 1860 was on the register, but no date of day affixed to it.

The American flag supplied to this ship by Her Majesty's Government shows twenty-six stars, seven red and six white stripes, whilst that on board the "*Buck Eye*" displayed fifteen stars, five red and four white stripes; and not having been furnished with instructions as to the exact marks of distinction required in flags of foreign countries, I was unable to prove whether the flag in question was legal or otherwise.

Information has been received respecting both the Captain and vessel being engaged in the Slave Trade.

I was accompanied by Mr. E. C. Smyth, second master, and on asking Mr. Booth if he had any complaint to make regarding my visit, he replied that he had not; accordingly I left the barque, and am fully convinced that she is on the coast for the purpose of shipping slaves.

This vessel was anchored about a quarter of a mile from the shore opposite large barracoons full of negroes, and it is known that 500 or 600 slaves can be easily shipped in three or four hours; consequently Whydah still retains its well-known character as a slave depôt.

I have, &c.
(Signed) R. H. BURTON.

No. 57.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) *"Arrogant," October* 2, 1860.

THE "Prometheus" weighed from Sierra Leone on the 25th June, and proceeded south; anchored off Mesurado (Monrovia) on the 28th, and communicated with Mr. Roberts, the ex-President, Mr. Benson being absent. No extension of territory had taken place, and trade, especially in palm oil, appears to be in a flourishing state.

Bights Division.—Her Majesty's ship "Alecto," Commander Raby the Senior Officer, was last reported at Lagos, which port she left on the 27th April, and proceeded by my orders to Whydah to gain intelligence respecting a shipment of slaves that was said to have very recently taken place.

Commander Raby ascertained that either on the 9th or 10th of that month 570 slaves had been shipped on board a Spanish barque flying French colours; also that 1,000 more were ready for shipping at Whydah, and that the slave-dealers were fully acquainted with the fact of the "Alecto" having to visit Lagos for the mail on the 8th and 21st of each month, and made their arrangements accordingly.

On the 3rd May, Commander Raby boarded the American schooner "Hanover;" her movements appear very suspicious, and there is little or no doubt of her being engaged in the Slave Trade.

The "Alecto" then visited Whydah on the 16th, and learnt that on the 11th a schooner, under American colours, had got off with 101 slaves.

Commander Raby left on the 18th, and arrived at Lagos on the 21st for mails.

Having received information of another shipment likely to take place, Commander Raby left the next day, and took up a position off Whydah, where he remained cruizing on and off the land until the 28th, when he ran in and anchored.

Having received information from Her Majesty's Consul at Fernando Po that a vessel was up the Cameroons shipping slaves, Commander Raby proceeded without delay to Fernando Po, being in want of coals, where he arrived on the 14th August, and got under weigh at midnight for the Cameroons, where he anchored the next afternoon, and captured the barque "*Constancia*," under Monte Videan colours.

The "Alecto" was detained off King Bell's Town, getting the cargo on board the barque until the 20th, when she towed her prize over to Fernando Po, previous to sending her to Sierra Leone for adjudication. Leaving on the 29th the "Alecto" arrived at Lagos on the 1st of September.

Commander Raby reports that while at the latter port he was informed that on the 12th August a screw steamer under American colours shipped 1,300 slaves at Whydah, and at dark stood off the land under steam and sail: this steamer was the "*City of Norfolk.*"

The barracoons at Cabenda are reported full of slaves, and that 500 had left for the northward in boats, a few days previous to the "Spitfire's" visit.

Since my last report the Slave Trade has considerably increased both in the Bights and South Coasts, and is almost entirely carried on by vessels under the American flag, but I am happy to say that their squadrons are very active in their endeavours to suppress it, and have captured three full slavers within the last two months, having on board no less than 1,400 human beings.

The "Spitfire" has also taken an empty vessel, under no colours.

EAST COAST OF AFRICA STATION.

No. 58.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, *"Brisk," at Mahé, Seychelles, September* 4, 1860.

I HAVE the honour to inclose, for their Lordships' information, the copy of a letter from Commodore Oldfield, of the "Lyra," reporting the capture, on the 8th ultimo, of a slaver without name or colours, but corresponding in description to the barque "*Esperança*" or "*Rosetta,*" which cleared from Barcelona for the Mozambique some months back; and on two former occasions, in the years 1858 and 1859, conveyed slaves from the East Coast of Africa to Cuba.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure 1 in No. 58.

Commander Oldfield to Rear-Admiral Sir H. Keppel.

Sir, *"Lyra," Zanzibar, August* 21, 1860.

I HAVE the honour to inform you that I made seizure on the 8th instant, latitude 7° 42′ south, longitude 39° 54′ east (north point of Monfia), of a barque, name and nation unknown, believing the said barque to be a slaver. The grounds for such belief were:—

1. A second or slave-deck 80 to 90 feet long.
2. Water-tanks and casks to the number of about 200, nearly all filled with water.
3. A large cooking-range in addition to one already in use.
4. A large number of tubs and tins such as are used on board slavers.

Although no papers were found on board the vessel seized, I have good reason to believe that she is the Mexican barque "*Esperanza,*" and under that flag and name has sailed for about eighteen months.

On Lieutenant De Wahl's return from detached service, I shall despatch him in charge of the vessel seized to the Cape of Good Hope.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 2 in No. 58.

Return called for by Station Orders, page 35, *Article* 12.

1. I believe the vessel seized, cleared out from Barcelona.
2. The port at which the slaves were to have been shipped, I am uncertain of; but I believe they were to have come from Quiloa, and therefore the shipment would in all probability have taken place at the anchorage in which she was captured.
3. The Captain acknowledged to have run two cargoes before, one in 1844, when he was captured by the "Hydra," and one in 1848, when he was captured by the "Cyclops." The name of his vessel he would not acknowledge to.

(Signed) R. B. OLDFIELD.

Inclosure 3 in No. 58.

RETURN of Vessels detained by Her Majesty's ship "Lyra" as being engaged in the Slave Trade, and sent into Port for Adjudication, from July 1 to August 17, 1860.

Date of Detention.	Where.	Name of			Under what colours.	How rigged.	No. of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom consigned.	Slaves.	Prize Crew.					To what Port sent for adjudication.	Proctor.	Agent in London.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Number of Emancipated.	Circumstances which have induced the Captain to detain the Vessel, and general Remarks.
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.					Name, &c., of Officer in charge.	Petty Officers.	Seamen.	Marines.	Boys.					
1860 Aug. 8	5 miles S.S.W. of the north point of Monfia, at anchor	Doubtful	Sabastien	Doubtful; believe of Barcelona or Vera Cruz	None	Barque	24	None; 2 had been thrown overboard	350 to 450	Believe Barcelona	Monfia, Zanzibar, or Lamos	Believe Vera Cruz	Said to be March 27, viz., from Barcelona	None of any value that could be observed	Believe M. Buena Ventura Mass, Zanzibar	...	Lieut. De Wahl	...	8	2	...	Cape of Good Hope	Mr. C. Fairbridge	Messrs. Hallett & Co., Westminster	Vessel in a very good state, and very fairly found	1. Having a second or slave-deck fitted. 2. 150 to 200 water-casks or tanks filled. 3. Very large coppers, besides the one in use. 4. A large number of tubs and slave tins.

"Lyra," August 17, 1860.

(Signed) R. B. OLDFIELD, *Captain.*

No. 59.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, *"Brisk," Pomony Harbour, Johanna, August* 12, 1860.

I HAVE the honour to inclose, for their Lordships' information, a letter from Captain de Horsey, of the "Brisk," reporting the capture, on the 10th of August, of the ship "*Manuela*," without papers or colours, and with 846 slaves on board.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure 1 in No. 59.

Captain Horsey to Rear-Admiral Sir H. Keppel.

Sir, *"Brisk," Johanna, August* 12, 1860.

I HAVE the honour to report that on the 10th instant Her Majesty's ship under my command captured a ship without name, papers, or colours, and having on board 846 slaves.

The prize was first seen right ahead at 11 A.M. of the day named, and after various alterations of course, to try different points of sailing in his endeavour to escape, we came up with her by means of sail and full steam, about sunset, and took possession, being then within two miles of the south end of Johanna. Previous to her capture she endeavoured to get in with the land, probably to elude us amongst the reefs off the Point.

The Captain of the prize stated that her name is the "*Manuela*." I am not aware what port she cleared from or where bound, but I have reason to suppose she was going to Cuba.

The Captain states that the slaves were shipped between Cape Delgado and Ibo, and I think his statement correct.

He further says that he never carried slaves before, which I doubt.

The "*Manuela*" is a very beautiful vessel of about 700 tons; in model like the yacht "America," and sails remarkably fast.

Her slave-deck is seven feet high and well ventilated.

The slaves are said to have been shipped within the last few days, and the Captain reports the sailing of several other vessels for this coast.

I purpose despatching the prize to the Mauritius on the 13th instant, for adjudication.

I have, &c.
(Signed) A. F. DE HORSEY.

Inclosure 2 in No. 59.

RETURN of Vessels detained by Her Majesty's ship "Brisk" as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where; if at Sea Latitude and Longitude.	Name of			Under what colours.	How rigged.	No. of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				Where Shipped.	Of the Prize Crew.					To what Port sent for adjudication.	Name of		Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Number Emancipated.	Circumstances which have induced the Captain to detain the Vessel, with general Remarks.
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				No. of					Name and Rank of the Officer in charge.	No. of					Proctor.	Agent in London.		
																Men.	Women.	Boys.	Girls.			Sub-Officers.	Petty Officers and Seamen.	Marines.	Boys.					
1860 Aug. 10	Lat. 12° 26′ S., Long. 44° 3′ E. At sea	Unknown, supposed "Manuela"	Miguel Mars	Unknown	None	Ship	40	...	702	Supposed Ibo	Supposed Havana	Not known	Supposed August 7, from Ibo	Slaves	Not known	336	39	397	72	Supposed Ibo	Lieut. Burton; Mr. Mc Morris, Assistant Surgeon	2	20	6	2	Mauritius	...	Messrs. Hallett, 14, Gt. George-street, Westminster	Slaves generally healthy; three deaths to this date; vessel about to sail for port of adjudication	Having slaves on board, and no papers or colours. Her captain and crew appear to be mostly Spaniards.

"Brisk," Johanna, August 12, 1860.

(Signed) A. F. DE HORSEY, *Captain.*

No. 60.

Commander Oldfield to the Secretary to the Admiralty.

Sir, *"Lyra," off Johanna, June* 30, 1860.

SLAVE TRADE in dhows has been carried on between the coast of Africa and the Comoro Islands, and north-west coast of Madagascar, since the setting in of the south-west monsoon in May; for instance, two cargoes to my certain knowledge were landed at Mohilla, on or about the 20th June, one at Comoro about the same time, and one at Boyanna Bay; of these four cargoes, two came from Angoxa, and one from Mikandanny Bay.

2. Of the certain movements of European vessels engaged in the Slave Trade, I am as yet ignorant. But that one, if not two vessels have obtained cargoes between Ibo and ten miles north of Cape Delgado, between the middle of February and the present date, I am certain of.

I have, &c.
(Signed) R. B. OLDFIELD.

No. 61.

Captain Crawford to Rear-Admiral Sir H. Keppel.

(Extract.) *"Sidon," at Simon's Bay, August* 22, 1860.

April 29.—LEFT Johanna for Boyanna, Madagascar.

May 1.—Overhauled two Arab vessels, one with French colours bound to Nos Beh; both had a few slaves.

May 3, 3·45 P.M.—Chased and examined a Zanzibar dhow, No. 438, with a pass from Colonel Rigby, the British Consul. The pass included fifty-one persons. This vessel required a crew of from ten to fifteen men. She had seven Arabs on board as owners or merchants, without any cargo, but a great quantity of empty rice-bags to receive grain at Madagascar, and consequently the vessel alluded to had about thirty negroes on board, to be exchanged at Bembalooka, for rice, and it has subsequently been intimated to me that that is the usual system pursued by the Arabs trading between Zanzibar and the northern parts of Madagascar, Nos Beh, Mayotta, &c.

No. 62.

Captain Crawford to Rear-Admiral Sir H. Keppel.

(Extract.) *"Sidon," at Sea, June* 30, 1860.

I HAVE the honour to acquaint you that, from past observation, added to the opportunity lately afforded in Mozambique, it is my impression that the Slave Trade engrosses nearly, if not the entire attention of the Portuguese established in the different settlements of the Mozambique.

Upon the "Sidon's" visit to Mozambique of April last, the city (now a mere ruin) was crowded with slaves, particularly with women and children.

Whilst at Zanzibar, I ascertained that a large ship under Spanish colours had shipped at Ibo, in the beginning of April, 1,200 slaves for the Island of Cuba.

Class B.

CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

RELATING TO

THE SLAVE TRADE.

From April 1 to December 31, 1860.

REFORM CLUB

Presented to both Houses of Parliament by Command of Her Majesty.
1861.

LONDON:
PRINTED BY HARRISON AND SONS.

2823 I

LIST OF PAPERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No.	Date. 1860	Receipt. 1860	Subject.	Page
1. Consul Brand to Lord J. Russell	Mar. 9	Apr. 16	Threatened attacks on Abbeokutans by the King of Dahomey	1
2. „ „	Apr. 9	May 14	Retreat of army of King of Dahomey from Yoruba. Occupation of Lagos	11
3. „ „	Apr. 9	May 14	Disturbed state of the interior. Proposed deputation of merchants	11
4. „ „	Apr. 10	May 14	Arrival and departure for England of Messrs. Campbell and Delaney	14
5. Lord J. Russell to Consul Brand	May 23	..	Approving steps taken for assisting Abbeokutans against King of Dahomey	14
6. „ „	May 23	..	Approving steps taken to procure peace in Yoruba country	14
7. Consul Brand to Lord J. Russell	Apr. 16	June 11	Departure of deputation of merchants to settle differences in the interior	15
8. „ „	Apr. 18	June 11	State of affairs at Whydah	18
9. „ „	Apr. 24	June 11	Receipt of despatch of 17th ultimo respecting destruction of twin children	18
10. „ „	Apr. 24	June 11	Receipt of despatch 17th ultimo. Conduct of Lieutenant Lodder and Mr. Turner in redemption of a slave girl	18
11. „ „	Apr. 24	June 11	Receipt of despatch of 22nd ultimo. Periodical returns of slaves emancipated and registered	19
12. „ „	May 4	June 11	Shipment of slaves near Whydah	19
13. „ „	May 8	June 11	Return of deputation from Yoruba country	19
14. Lord J. Russell to Consul Brand	June 21	..	Approves steps taken to settle differences between Chiefs of Yoruba	22
15. Consul Brand to Lord J. Russell	May 14	July 11	Crime of witchcraft. Barbarous custom of putting to death people accused of	23
16. „ „	May 28	July 11	Escape of another slaver near Whydah	24
17. „ „	June 5	July 11	War in Yoruba	25
18. Lord J. Russell to Consul Brand	July 23	..	Ditto. Approves proceedings	29
19. „ „	July 23	..	Approves efforts to prevent execution of two women accused of witchcraft	29
20. Acting Consul Hand to Lord J. Russell	July 8	Aug. 13	Preparations of King of Dahomey for attacking Abbeokutans	29
21. „ „	Aug. 13	Oct. 12	War in the interior. Letters from Alake of Abbeokuta and King of Jebu. Opening of roads	30
22. „ „	Aug. 13	Oct. 12	Formation of Association for paying duties	32
23. „ „	Sept. 10	Oct. 12	War in interior. "*Constancia*" captured by Her Majesty's ship "Alecto." More vessels required	33

No.		Date. 1860	Receipt. 1860	Subject.	Page
24.	Acting Consul Hand to Lord J. Russell ..	Oct. 9	Nov. 12	Departure of United States' vessel "*Buck Eye*," with slaves. Want of British and United States' ships of war	34
25.	„ „ ..	Oct. 9	Nov. 12	Report on trade of Lagos for 1860	34

AFRICA. (*Consular*)—*Bight of Biafra.*

No.		Date. 1860	Receipt. 1860	Subject.	Page
26.	Acting Consul Laughland to Lord J. Russell	Aug. 31	Oct. 12	"*Constancia*" captured by Her Majesty's ship "Alecto".. ..	36
27.	Lord J. Russell to Acting Consul Laughland	Oct. 20	..	Approves steps taken in case of "*Constancia*"	36

BRAZIL.

No.		Date. 1860	Receipt. 1860	Subject.	Page
28.	Mr. Christie to Lord J. Russell ..	Feb. 20	April 3	Senhor Sinimbri's note respecting continued determination of Brazil to put down the Slave Trade ..	37
29.	„ „ ..	April 7	May 4	Anti-Slavery Conference in London. Brazilian Government accepts conditionally to take part ..	38
30.	Lord J. Russell to Mr. Christie ..	May 8	..	To thank M. Sinimbri for good intentions	38
31.	Mr. Christie to Lord J. Russell ..	May 17	July 4	Negroes in Brazil emancipated by Mixed Commission	38
32.	„ „ ..	June 2	July 4	Complete cessation of Brazilian Slave Trade	40
33.	„ „ ..	June 24	Aug. 6	Extract from Report of Foreign Minister relative to the Slave Trade	41
34.	„ „ ..	July 24	Aug. 20	Contemplated forcible removal of blacks from St. Paulo	42
35.	„ „ ..	July 26	Sept. 3	Language of Minister of Justice on complete extinction of the Slave Trade	43
36.	„ „ ..	Aug. 5	Sept. 3	Report on slavery in Brazil ..	43
37.	Lord J. Russell to Mr. Christie ..	Sept. 8	..	Answer to despatch of July 24. Approves proceedings	50
38.	Mr. Christie to Lord J. Russell ..	Aug. 27	Oct. 3	Report by Consul Vredenburg upon Slave Trade in Pará	50
39.	„ „ ..	Aug. 27	Oct. 3	Discussions in Brazilian Senate on Slave Trade	51
40.	„ „ ..	Aug. 27	Oct. 3	Information respecting freed blacks; proposed removal of them to Mattogrosso	51
41.	„ „ ..	Sept. 24	Oct. 24	Project of law for mitigation of evils of slavery has not passed ..	52
42.	„ „ ..	Sept. 24	Oct. 24	Santos *v.* Illidge. Judgment of Exchequer Chamber	53
43.	Lord J. Russell to Mr. Christie ..	Oct. 31	..	Mitigation of evils of slavery. Regret Project of Law has not passed	54
44.	Mr. Christie to Lord J. Russell ..	Oct. 22	Nov. 24	Slaves of the Imperial Brazilian Mining Company transferred to Senhor Santos	54
45.	Lord J. Russell to Mr. Christie ..	Dec. 8	..	Illegality of sale of slaves of Brazilian Mining Association ..	55

BRAZIL. (*Consular*)—*Pará.*

No.		Date. 1860	Receipt. 1860	Subject.	Page
46.	Consul Vredenburg to Lord J. Russell ..	July 7	Sept. 3	Return of prices of Slaves ..	56

BRAZIL. *(Consular)—Pernambuco.*

No.	Date. 1860	Receipt. 1860	Subject.	Page
47. Consul Cowper to Lord J. Russell ..	July 2	Sept. 3	Quarterly report	57
48. „ „ ..	July 16	Sept. 3	Prices of slaves	57
49. „ „ ..	Aug. 4	Oct. 3	Price of slaves in Ceará	58
50. „ „ ..	Oct. 10	Nov. 23	Quarterly Report on Slave Trade..	59

BRAZIL. *(Consular)—Rio Grande do Sul.*

No.	1860	1860	Subject.	Page
51. Consul Vereker to Lord J. Russell ..	June 30	Sept. 3	Prices of slaves	60
52. „ „ ..	June 30	Sept. 3	Report on slavery..	60

BRAZIL. *(Consular)—Rio de Janeiro.*

No.	1860	1860	Subject.	Page
53. Consul Westwood to Lord J. Russell ..	July 2	Aug. 6	Prices of slaves for half-year ..	63
54. „ „ ..	Oct. 22	Nov. 22	44 slaves brought to Rio by "Milford Haven"	63

FRANCE.

No.	1860	1860	Subject.	Page
55. Lord J. Russell to Earl Cowley ..	June 2	..	Copy of despatch from Consul Lawless, reporting the arrival of "Ville d'Aigues Mortes" with immigrants	65
56. „ „ ..	June 22	..	Regret of Her Majesty's Government at purchase of slaves on East Coast of Africa for Réunion	65
57. „ „ ..	July 11	..	Coolie Emigration Papers, and observations thereupon	65
58. Earl Cowley to Lord J. Russell ..	Aug. 10	Aug. 11	French Government has replied affirmatively through Count Persigny as to Slave Trade Conference	67
59. Lord J. Russell to Earl Cowley ..	Nov. 5	..	Annual Report on Slave Trade in Cuba	67

FRANCE. *(Consular)—Martinique.*

No.	1860	1860	Subject.	Page
60. Consul Lawless to Lord J. Russell ..	May 13	May 28	Arrival of the "Ville d'Aigues Mortes," with 565 Africans from Congo	68

JOHANNA.

No.	1860	1860	Subject.	Page
61. Consul Sunley to Lord J. Russell ..	Jan. 2	July 12	No Slave traffic during 1859. No French vessels have been for labourers..	69

MUSCAT. (*Consular*)—*Zanzibar*.

No.	Date. 1860	Receipt. 1860	SUBJECT.	Page
62. Colonel Rigby to Lord J. Russell ..	May 1	Aug. 22	Importation of slaves into Zanzibar	70

NETHERLANDS.

	1860	1860		
63. Lord J. Russell to Lord Napier ..	May 3	..	Copies of correspondence with Consul Munro relative to the term "barter" in slaves	71
64. Lord Napier to Lord J. Russell ..	May 9	May 11	Acknowledging above despatch ..	71
65. „ „ ..	May 9	May 11	Projected emancipation of negroes in the Netherlands colonies ..	71
66. „ „ ..	July 11	July 13	Bill for emancipation of Slaves likely to be abandoned	72

NETHERLANDS. (*Consular*)—*Rotterdam*.

	1860	1860		
67. Sir R. Turing to Lord J. Russell ..	Nov. 14	Nov. 16	Increase of slavery under King of Dahomey	73

NETHERLANDS. (*Consular*)—*Surinam*.

	1860	1860		
68. Consul Munro to Lord J. Russell ..	Mar. 15	Apr. 11	Receipt of despatch of January 27. Has published determination of Her Majesty's Government relative to British slaveholders ..	74
69. Lord J. Russell to Consul Munro ..	April 30	..	Opinion as to term "barter" is correct	74
70. Consul Munro to Lord J. Russell ..	April 10	May 14	Receipt of despatch of 15th ultimo. Has informed Mr. Wright of penalties incurred by him ..	74
71. „ „ ..	June 8	July 13	Receipt of despatch of April 30, respecting manumission of slaves	75
72. Lord Wodehouse to Consul Munro ..	Oct. 23	..	No steps can be taken against Mrs. Gray	75

PORTUGAL.

	1860	1860		
73. Sir A. Magenis to Lord J. Russell ..	Mar. 19	Apr. 2	Has read to the Duke of Terceira substance of Lord J. Russell's despatch of 6th instant relative to the detention of the "Barboleta"	76
74. „ „ ..	Mar. 24	Apr. 2	Has forwarded to the Duke of Terceira copy of Admiral Grey's relative to Governor of Ibo ..	76
75. „ „ ..	Mar. 24	Apr. 2	Reply of Duke of Terceira relative to "Barboleta." Case referred to Minister of Marine	77
75A. Lord J. Russell to Sir A. Magenis ..	Apr. 7	..	Copy of despatch from Cape Commissioners respecting three vessels condemned in Admiralty Courts.	78

No.		Date. 1860	Receipt. 1860	Subject.	Page
76.	Sir A. Magenis to Lord J. Russell ..	May 4	May 11	Note from Portuguese Government acknowledging list of vessels ..	78
77.	„ „ ..	May 4	May 11	Fresh instructions have been issued to Governor-General of Mozambique	78
78.	„ „ ..	July 25	Aug. 2	Has presented to Portuguese Government copy of "Correspondence respecting Emigration from Canton."	79
79.	Lord J. Russell to Sir A. Magenis ..	Nov. 23	..	Slave Trade in Mozambique ..	79
80.	„ „ ..	Dec. 8	..	Slave Trade in Portuguese dominions on East Coast of Africa ..	79
81.	Sir A. Magenis to Lord J. Russell ..	Dec. 6	Dec. 13	Slave Trade in Mozambique. Note to Portuguese Government ..	80
82.	„ „ ..	Dec. 15	Dec. 22	Remonstrances with Portuguese Government on Slave Trade on East Coast of Africa	80

SPAIN.

No.		1860	1860		
83.	Lord J. Russell to Sir A. Buchanan ..	Apr. 7	..	Copies of despatches from Consul-General Crawford relative to Cuban Slave Trade	82
84.	Sir A. Buchanan to Lord J. Russell ..	Apr. 16	Apr. 30	Has explained misconception respecting "Colon" to M. Collantes	82
85.	Lord J. Russell to Sir A. Buchanan ..	May 5	..	Approving above despatch ..	83
86.	„ „ ..	May 5	..	Copies of despatches relative to Slave Trade in Cuba	83
87.	Sir A. Buchanan to Lord J. Russell ..	May 10	May 15	Slave Trade Conference. Conversation with General Concha respecting abolition of Cuban Slave Trade	83
88.	Lord J. Russell to Sir A. Buchanan ..	May 17	..	M. Lesseps as Acting Arbitrator on death of Spanish Judge	84
89.	„ „ ..	June 5	..	Copies of despatches from Consul-General Crawford	84
90.	Lord J. Russell to Mr. Edwardes ..	June 12	..	Copy of Consul-General Crawford's despatch respecting Slave Trade Association in Cuba	84
91.	„ „ ..	June 14	..	Copy of despatches from Consul-General Crawford	85
92.	„ „ ..	June 21	..	Ditto	85
93.	„ „ ..	June 30	..	Ditto	85
94.	„ „ ..	July 11	..	Coolie Emigration Papers, with observations	85
95.	Mr. Edwardes to Lord J. Russell ..	July 9	July 16	Señor Carvalho's successor at Sierra Leone is about to be appointed. M. Lesseps' services not required	85
96.	„ „ ..	July 10	July 16	Crew of "*Majesty*" condemned for trading in slaves	86
97.	„ „ ..	July 20	Aug. 1	Royal Decree permitting introduction of Chinese labourers into China	87
98.	Lord J. Russell to Mr. Edwardes ..	Aug. 10	..	Copies of despatches relative to Cuban Slave Trade	95
99.	Mr. Edwardes to Lord J. Russell ..	Aug. 21	Aug. 31	Has communicated despatch of 11th ultimo	95
100.	Lord J. Russell to Mr. Edwardes ..	Sept. 8	..	Cuban Slave Trade	96
101.	Mr. Edwardes to Lord J. Russell ..	Sept. 18	Sept. 24	Despatch from Consul at Vigo ..	96
102.	Lord J. Russell to Mr. Edwardes ..	Sept. 29	..	To present to M. Collantes inclosed draft of note	96
103.	Lord J. Russell to Sir A. Buchanan ..	Oct. 13	..	Death of M. Bermudez	98
104.	Sir A. Buchanan to Lord J. Russell ..	Oct. 21	Oct. 27	Has presented note to Spanish Government inquiring intentions as to suppression of Slave Trade	98
105.	Lord J. Russell to Sir A. Buchanan ..	Nov. 1	..	Annual Report on Cuban Slave Trade	99

No.		Date.	Receipt.	Subject.	Page
		1860	1860		
106.	Lord J. Russell to Sir A. Buchanan ..	Nov. 1	..	Approves note to M. Collantes relative to Spanish measures with reference to Slave Trade.. ..	99
107.	" " ..	Dec. 11	..	Cuban Slave Trade.	99
108.	Sir A. Buchanan to Lord J. Russell ..	Dec. 17	Dec. 22	Remonstrances with Spanish Government on subject of Cuban Slave Trade	100

SPAIN. (*Consular*)—*Bilbao.*

		1860	1860		
109.	Consul Young to Lord J. Russell ..	Oct. 6	Oct. 10	Slaver "*Primero de Quijano.*" Result of inquiry	101

SPAIN. (*Consular*)—*Cadiz.*

		1860	1860		
110.	Consul Brackenbury to Lord J. Russell ..	Sept. 10	Sept. 24	Detention of the Spanish vessel "*Quevedo*" at Cadiz	102

SPAIN. (*Consular*)—*Havana.*

		1860	1860		
111.	Consul-General Crawford to Lord J. Russell	Mar. 19	Apr. 28	Removal of Don Carlos Vargas from command of Oriental Cuba..	103
112.	" " ..	Mar. 19	Apr. 28	Sailing of slavers	103
113.	" " ..	Apr. 6	Apr. 28	Letter to Captain-General respecting landing of 600 Bozals at Punto del Padre..	104
114.	" " ..	Apr. 6	Apr. 28	Sailing of American ship "*Erie,*" to be employed in Slave Trade ..	104
115.	" " ..	Apr. 22	May 28	Landing of 400 slaves at Sigua ..	104
116.	" " ..	Apr. 28	May 28	"*Sunny Side*" and "*Ellerslie*" have changed names and nationality	105
117.	" " ..	Apr. 30	May 28	Letter to Captain-General relative landing of 500 slaves at Sancti Espiritu	106
118.	" " ..	May 1	May 28	Sailing of "*Wanderer,*" and others	106
119.	" " ..	May 7	June 2	Capture of "*Wildfire,*" with 530 slaves	106
120.	" " ..	May 12	June 2	Landing of 560 slaves from "*Orion*"	107
121.	" " ..	May 14	June 2	Slave Trading Association in Cuba	107
122.	" " ..	May 23	June 13	Fitting out of "*White Cloud,*" "*Democrata,*" and a Spanish sloop	108
123.	" " ..	May 23	June 13	Copy of a letter to Captain-General against landing of slaves from "*Orion*"	108
124.	" " ..	May 24	June 13	Capture of "*Williams,*" with 572 slaves, by United States' ship "Wyandotte"	109
125.	Acting Consul-General Crawford to Lord J. Russell	June 2	June 27	Capture of "*Bogota,*" with 420 slaves, by United States' ship "Crusader"	109
126.	" " ..	June 4	June 27	Capture of a vessel, with 450 slaves, by Spanish Guarda Costa ..	109
127.	" " ..	June 23	July 30	500 slaves landed at Sancti Espiritu in April last	109
128.	" " ..	June 26	July 30	1,300 slaves landed near Cardenas. Letters to Captain-General respecting	110
129.	" " ..	June 28	July 30	Brigantine, with 297 slaves, captured by Spanish schooner "Christina"	111

No.		Date. 1860	Receipt. 1860	Subject.	Page
130.	Acting Consul-General Crawford to Lord J. Russell	July 18	Aug. 28	Correspondence with Captain-General respecting two landings of slaves	111
131.	" " ..	July 20	Aug. 28	Correspondence with Captain-General relative to landing of 600 slaves at La Teja	112
132.	" " ..	July 31	Aug. 28	Correspondence with Captain-General respecting landing of slaves	113
133.	" " ..	Aug. 2	Aug. 28	Removal of Cardenas authorities for complicity in Slave Trade ..	114
134.	" " ..	Aug. 3	Aug. 28	Slavers "*Aurelia*," "*Villa de Ponce*," and "*Don Juan*" ..	114
135.	" " ..	Aug. 4	Aug. 28	Increase of Slave Trade. Inefficiency of present means for suppression	114
136.	" " ..	Aug. 8	Sept. 28	Capture of "*W. R. Kibby*" by United States' ship "Crusader"	115
137.	" " ..	Aug. 10	Sept. 28	Decree authorizing introduction of Chinese coolies into Cuba ..	115
138.	" " ..	Aug. 18	Sept. 28	Capture of "*Joven Antonia*," by United States' ship "Mohawk"	115
139.	" " ..	Aug. 23	Sept. 28	Sailing of "*Don Juan*," and "*Clara Windsor*," for coast of Africa	116
140.	" " ..	Aug. 30	Sept. 28	Letter to Captain-General respecting landing of slaves at Bahia Honda	116
141.	" " ..	Sept. 5	Sept. 28	Letter to Captain-General respecting landing of slaves at Canasi	116
142.	" " ..	Sept. 11	Oct. 1	Copy of a circular of September 4 from Governor-General for the prevention of the Slave Trade ..	117
143.	" " ..	Sept. 24	Oct. 29	Landing of slaves at Canasi by "*Eloise*"	118
144.	" " ..	Oct. 5	Oct. 29	Capture of a slaver by the "Isabel Francisca"	119
145.	" " ..	Oct. 25	Nov. 20	Capture of "*Byron*" by Spanish schooner "Neptuno"	119
146.	" " ..	Nov. 3	Dec. 1	"*Nancy*." Correspondence with Captain-General	119
147.	" " ..	Nov. 10	Dec. 7	Letter to Captain-General relative to landing of slaves at Isle of Pines	120
148.	" " ..	Nov. 12	Dec. 7	Two cargoes of slaves at Trinidad	
149.	" " ..	Nov. 27	Dec. 18	"*Lyra*" and "*Ardennes*" sailed from Havana. Landing of slaves near Cardenas	121

SPAIN. (*Consular*)—*Teneriffe.*

No.		1860	1860		
150.	Acting Consul Parkinson to Lord J. Russell	Sept. 5	Nov. 12	Suspicious proceedings of Spanish brig "*Audaz*"	122
151.	" " ..	Oct. 31	Nov. 12	Further information respecting "*Audaz*." Want of ships of war at Teneriffe	123

TRIPOLI.

No.		1860	1860		
152.	Consul-General Herman to Lord J. Russell	Apr. 30	May 10	Relative to negroes passing through Malta with manumitted papers for Constantinople, and sold as slaves	125
153.	Lord J. Russell to Consul-General Herman	May 16	..	Approves steps as reported in above despatch	126

No.		Date.	Receipt.	Subject.	Page
		1860	1860		
154.	Consul-General Herman to Lord J. Russell	July 2	Aug. 3	Operations of a razzia made on interior from district of Syrtis ..	126
155.	„ „ ..	July 18	Aug. 3	240 negroes and 300 camels captured by Colonel Sabri Bey ..	127
156.	Lord J. Russell to Consul-General Herman	Aug. 20	..	Expedition organized by Ali Bey. Commendation of Governor-General's conduct	127
157.	Consul-General Herman to Lord J. Russell	Sept. 14	Oct. 5	Marauding expedition of Ali Bey	127

TURKEY.

		1860	1860		
158.	Sir H. Bulwer to Lord J. Russell ..	Apr. 4	Apr. 15	Excitement at Jeddah owing to suppression of the Slave Trade ..	129
159.	Lord J. Russell to Sir H. Bulwer ..	June 22	..	Connivance of Turkish authorities at Slave Trade. To represent it to the Government	130
160.	Sir H. Bulwer to Lord J. Russell ..	Dec. 12	Dec. 26	Slave Trade in Turkey	130

TURKEY. (*Consular*)—*Canea in Crete.*

		1860	1860		
161.	Consul Guarracino to Lord J. Russell ..	Dec. 10	Dec. 27	Despatch to Sir H. Bulwer respecting negress Saharah ..	132

TURKEY. (*Consular*)—*Egypt.*

		1860	1860		
162.	Consul-General Colquhoun to Lord J. Russell	May 29	June 6	Remarks upon Slave Trade in Egypt	133
163.	„ „ ..	June 8	June 20	Mr. Coulthard's Report on Slave Trade in Upper Egypt. Instructions for Consul at Khartoum ..	133
164.	„ „ ..	Dec. 9	Dec. 20	Slave Trade in Red Sea	135
165.	Consul Petherick to Lord J. Russell ..	Dec. 21	Dec. 24	Memorandum on Slave Trade in Egypt and White Nile	137
166.	Lord J. Russell to Consul Petherick ..	Dec. 31	..	Slave Trade in White Nile ..	138
167.	Lord J. Russell to Consul-General Colquhoun	Dec. 31	..	Ditto	138

UNITED STATES.

		1860	1860		
168.	Lord J. Russell to Lord Lyons ..	Apr. 13	..	Copy of Mr. Gabriel's despatch respecting "*Delicias.*" To ask whether there is any intention to pass law to enable United States' cruisers to seize slavers without colours	139
169.	„ „	Apr. 14	..	Correspondence respecting "*Jehossee*"	139
170.	„ „	Apr. 21	..	To express regret at boarding of "G. W. Jones" by "Arrogant"	140
171.	Lord Lyons to Lord J. Russell ..	Apr. 5	Apr. 23	United States decline to take part in proposed Slave Trade Conference	140
172.	„ „ ..	Apr. 5	Apr. 23	United States decline to send any more ships to East Coast of Africa	142
173.	Lord J. Russell to Lord Lyons ..	Apr. 28	..	To propose a conjoint system of cruising on Cuban coast.. ..	242
174.	Lord Lyons to Lord J. Russell ..	May 7	May 21	Note to General Cass, expressing regret at boarding of "George William Jones"	143

No.		Date. 1860	Receipt. 1860	SUBJECT.	Page
175.	Lord J. Russell to Lord Lyons	May 8	..	Capture of the "*Virginia*" by "Portsmouth."	144
176.	„ „	May 19	..	Copies of correspondence respecting "*Jehossee*"	144
177.	Lord Lyons to Lord J. Russell	May 7	May 21	Has called attention of General Cass to defect in United States' laws	147
178.	„ „	May 21	June 4	President's Message to Congress respecting capture of "*Wildfire*"	148
179.	„ „	May 21	June 4	Has proposed that British and United States' cruisers should cruise in company off Cuba	148
180.	Lord J. Russell to Lord Lyons	June 9	..	Copy of despatch from Consul-General Crawford respecting Slave Trade Company established in Cuba	149
181.	Lord Lyons to Lord J. Russell	May 26	June 11	Particulars of case of "*Delicias*"	149
182.	„ „	May 26	June 11	General Cass inclined favourably to plan for joint cruising off Cuba	150
183.	„ „	May 28	June 11	Capture of "*William*" off Cuba with 550 negroes	150
184.	Lord J. Russell to Lord Lyons	June 14		560 Bozals landed from "*Orion*"	155
185.	„ „	June 16	..	Officers to be sent to give evidence in case of "*Orion*"	155
186.	„ „	July 6	..	Capture of "*Roanoke*" by "Trident"	157
187.	Lord Lyons to Lord J. Russell	June 23	July 9	Act of Congress respecting treatment of negroes captured from slavers	157
188.	Lord J. Russell to Lord Lyons	July 11	..	Coolie Emigration Papers, with observations	158
189.	„ „	July 26	..	Correspondence with Mr. Dallas respecting "*Rufus Soulé*"	158
190.	Lord Lyons to Lord J. Russell	July 16	July 29	United States' Government unlikely to accede to joint cruising off Cuba	168
191.	Mr. Irvine to Lord J. Russell	Aug. 6	Aug. 22	Has communicated Coolie Papers to United States' Government	169
192.	„ „	Aug. 13	Aug. 27	President declines to accede to proposals for suppression of Cuban Slave Trade, and disapproves of introducing coolies	169
193.	Lord J. Russell to Lord Lyons	Sept. 8	..	Good understanding between British and American officers	171
194.	„ „	Sept. 10	..	Observations on reply of United States' Government to proposals of Her Majesty's Government respecting Cuban Slave Trade	171
195.	„ „	Sept. 22	..	Offer to dispose of slaves rescued by United States' cruisers in British West Indian Colonies	172
196.	„ „	Sept. 22	..	Capture of slaver by United States' ship "Crusader" off Anguilla, in British waters	172
197.	„ „	Sept. 29	..	Commander Edmonstone's report on African Slave Trade	173
198.	Mr. Irvine to Lord J. Russell	Oct. 9	Oct. 22	Cuban Slave Trade. Communication with United States' Government	173
199.	„ „	Oct. 13	Oct. 29	American cruizer "Crusader." Doubts as to whether the slaver was taken in British waters	173
200.	„ „	Oct. 23	Nov. 5	Offer of Her Majesty's Government to receive, in British West Indies, any slaves emancipated by United States' Government, declined	174
201.	„ „	Oct. 27	Nov. 12	United States' Government cannot supply registers of American vessels	174
202.	Lord J. Russell to Lord Lyons	Nov. 17	..	Boarding of "*Buck Eye*" by "Triton"	175
203.	Lord Lyons to Lord J. Russell	Dec. 3	Dec. 18	Communication to General Cass respecting "*Buck Eye*"	176
204.	Lord J. Russell to Lord Lyons	Dec. 51	..	Slave Trade under American flag. Her Majesty's Government cannot consent to be silenced	176
205.	Lord Lyons to Lord J. Russell	Dec. 8	Dec. 24	"*Buck Eye*." General Cass's answer	179
206.	Lord J. Russell to Lord Lyons	Dec. 31	..	Success of American cruizers	179

UNITED STATES. (*Consular*)—*Boston.*

No.		Date. 1860	Receipt. 1860	Subject.	Page
207.	Lord J. Russell to Consul Lousada ..	June 16	..	Two officers of "Pluto" going to Boston to give evidence in case of "*Orion*"	181
208.	Consul Lousada to Lord J. Russell ..	July 19	Aug. 2	Arrival of Mr. Hay and Mr. Lamb	181
209.	" " ..	July 28	Aug. 13	List of slavers under American flag	181
210.	" " ..	Oct. 8	Oct. 22	"*Orion*" case terminated. Messrs. Hay and Lamb are no longer required	182

UNITED STATES. (*Consular*)—*Mobile.*

No.		Date. 1860	Receipt. 1860	Subject.	Page
211.	Acting Consul Labuzan to Lord J. Russell..	Oct. 8	Oct. 29	American brig "*Cygnet*" seized by United States' authorities as a slaver	183

UNITED STATES. (*Consular*)—*New Orleans.*

No.		Date. 1860	Receipt. 1860	Subject.	Page
212.	Consul Mure to Lord J. Russell ..	May 18	June 12	Capture of "*Wildfire*"	184
213.	" ..	June 23	July 14	Capture of French slave barque by United States' ship "Crusader"	184

Class B.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No. 1.

Consul Brand to Lord J. Russell.—(Received April 16, 1860.)

My Lord, *Lagos, March* 9, 1860.

FOR some months past, the report spread every year since 1851, of a threatened attack on Abbeokuta, by the army of the King of Dahomey, has been very general in this neighbourhood.

In the month of December last the Basharon or War Chief of Abbeokuta, in writing to me on another matter referred to this report, and from that time the rumour has been frequently revived, generally coming here from Abbeokuta, where all were well aware of it.

The anxiety on this subject, however, reached its climax on the 21st ultimo, when numerous letters were received by residents here from their correspondents at Abbeokuta, announcing the advance of the Dahomian army.

On that day I received the requisition, of which a copy forms Inclosure 1, asking for personal and material assistance.

With respect to the former, what I could do was to refer the application to the senior naval officer present, which I did in the subjoined letter, Inclosure 2, the "Brune" and "Spitfire," being the only ships of war here at the time.

As regarded the material aid, although I felt that I had no specific instructions authorizing me to incur expense, yet, knowing the great interest which Her Majesty's Government has always taken in the safety and progressive prosperity of Abbeokuta, not only as the residence of British subjects and liberated Africans, but also as the advanced post of legal commerce, civilization, and missionary labour, in this portion of Central Africa; I thought I would be interpreting their wishes correctly by taking upon myself in such a crisis the responsibility of affording, as far as in my power, the assistance asked for, as I felt that, if aid was to be rendered at all, it should be afforded promptly, and to such an extent as to give a fair probability of its being efficient, I put aside the conflicting counsel of numerous persons who assembled at the Consulate on the evening of the 21st ultimo, and decided upon the course which it appeared to me best to pursue.

Accordingly, after transmiting the requisitions of the residents of Abbeokuta to the senior naval officer present, and getting King Docemo to send the "gong-gong" round to collect the Egbas with a view to their proceeding to aid their countrymen, I despatched next morning my letter in reply to the application made to me, Inclosure 3, and in the afternoon I forwarded by the river Ogun, the supplies mentioned in the letter of which Inclosure 4 is a copy.

On the same day, the 22nd, the Egbas in and about Lagos left to the number of nearly 300.

It was not till the 23rd that I received the communications dated 19th February, from the Rev. Mr. Townsend and the Alake, Inclosures 5 and 6, the latter of which I transmitted to Lieutenant Lodder in my letter of that date, Inclosure 7, this and my previous letter were acknowledged by that officer on the 24th, Inclosure 8, and having received by his orders, from Her Majesty's ship "Spitfire," 30 rounds of 6-pounder solid shot and cartridge, I sent this additional supply on, accompanied by the letter of which Inclosure No. 9 is a copy.

The "Medusa," Commander Bowden, senior officer of the Bights Division, arrived in the afternoon of the 24th ultimo, and Lieutenant Lodder having transmitted to him the correspondence which had passed between us from the 21st ultimo to that date, I received the letter of which Inclosure 10 is a copy, containing Commander Bowden's views of the subject in question.

Inclosures 12, 13, and 14 are copies of a correspondence between Commander Bowden and myself. That officer appears to have though that it was intended to send a combative force to Abbeokuta, a measure which I never contemplated.

At the close of this correspondence I forwarded to the Rev. Mr. Townsend and the Alake my answer to their communications of the 19th ultimo, Inclosures 15 and 16.

Great anxiety was felt here as to the issue of the contest should it come on, and various contradictory rumours were afloat relative to the movements of the Dahomian army, but I had no reliable intelligence from Abbeokuta until I received the papers of which Inclosures 17, 18, and 19 are copies, and which describe the state of things at that place about the time when they were written.

I sent a copy of the letter of the residents to Commander Bowden on the day of its receipt, Inclosure 20, but received no reply till yesterday, when the "Medusa" having been in the interim relieved by the "Viper," Commander Hewett addressed to me the letter of which Inclosure 21 is a copy, in which the views of that energetic and distinguished young officer are set forth.

My latest intelligence from Abbeokuta is contained in the accompanying extract of a letter from the Rev. Mr. Townsend, Inclosure 22, dated the 6th instant. Although it be true that whilst the Dahomian army retains their present position as regards the River Oppara, their expedition cannot be considered as over, yet the general feeling both here and at Abbeokuta is that there will now be no attack this year. This feeling is shewn by the letters received by our merchants from their correspondents at Abbeokuta, requesting them now to send on the supplies of goods and other articles, which had been kept here in the uncertain state of things which has prevailed during the past three weeks.

Should the Dahomians cross the Oppara the campaign may be considered as ended, as the rainy season is approaching during which these people never keep the field. The King of Dahomey, although willing no doubt to wipe out the stain of his father's defeat in 1851, yet seems to have approached the place with caution as shewn by his attempts to form alliances with those native states supposed to be hostile to, or jealous of, the Abbeokutans, neither can there be any doubt that he became fully aware of the preparations that were being made to resist his threatened attack, which also must have had their influence in deterring him from approaching. In closing for this mail I may safely state that the probabilities are now against any attack being made on Abbeokuta this season, and I shall be glad indeed if by the next opportunity I am able to report this as a matter of certainty.

I would only add an expression of hope that the steps taken by me to avert as far as in my power an impending danger which threatened the great interest involved in the safety of Abbeokuta, may be honoured with your Lordship's approval.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 1.

Messrs. Townsend and others to Consul Brand.

Sir, *Abbeokuta, February* 19, 1860.

THE various rumours respecting the meditated attack on Abbeokuta by the Dahomians having taken a decided character, we the undersigned British subjects, on behalf of the civilized portion of this town, beg most urgently to call upon you to render us all possible aid and assistance in this crisis for the protection of our lives and a considerable amount of property.

What will meet the present emergency are, cartridges and shots for 6-pounder brass field guns, pistol bullets, powder, and some persons experienced in managing the field pieces.

As it is reported to-day that the enemy is within a day's march, and the Chiefs have sent several detachments of soldiers to guard the gates of the town, we shall be thankful for an immediate reply.

We are, &c.
(Signed) H. TOWNSEND.
D. HINDERER.
T. KING.
JOHN G. HUGHES.
C. B. MACAULAY.
SAMUEL CROWTHER, Jun.
F. RIBERIO.
JOSIAH CROWTHER.
J. C. DEWRING.
C. W. FAULKNER.

Inclosure 2 in No. 1.

Consul Brand to Lieutenant Lodder.

Sir, *Lagos, February* 21, 1860.

I TRANSMIT, herewith, the copy of a letter received this afternoon from Abbeokuta asking for certain supplies to resist the expected attack of the King of Dahomey. Means have been taken for forwarding a sufficient supply of lead and powder, 6-pounder shot, with the exception of perhaps a very small number, are not, I find, to be procured here, and I have, therefore, to solicit whatever aid it may be in your power to render in this respect, and at the same time to submit to your consideration, whether it be possible to detach any number of persons qualified for directing the operation of field artillery.

I have, &c.
(Signed) G. BRAND.

Inclosure 3 in No. 1.

Consul Brand to Messrs. Townsend and others.

Gentlemen, *Lagos, February* 21, 1860, 10 *p.m.*

I RECEIVED about half-past 5 o'clock this afternoon, your letter of the 19th instant, and I immediately took such measures as were within my reach to render you the required assistance. A message was sent to the King to collect the Egbas, and direct them to proceed without delay to Abbeokuta to aid their countrymen, and also to act as carriers of such supplies as it may be possible to collect. I hope that at an early hour to-morrow a considerable number will be ready to move, and by them I shall be able to send a supply of lead and gunpowder. As to the 6-pounder shot they are not, so far as I have yet ascertained, to be had here, and I must apply to the senior officer, who I hope may be able to provide some, and it will be also for him to decide whether he can detach any number of persons qualified to direct the operation of field artillery. I shall write again to-morrow when my arrangements are now complete. One of our merchants informs me that he has forwarded, at the request of one of your Chiefs, 60 muskets and 900 rounds of musket balls.

You may rely on my best exertions in the present crisis; but I must express to you my surprise that (the reports of the intentions of the King of Dahomey having been so well known in Abbeokuta for months past), no application should have been made to me, either by Chiefs or residents, for those ordinary means of defence now asked, and which it would at least have been a prudential step to have collected without waiting, until the enemy approached so near as to be able to attack the town before your application to me could reach this place.

I have, &c.
(Signed) G. BRAND.

Inclosure 4 in No. 1.

Consul Brand to Messrs. Townsend and others.

Gentlemen, *Lagos, February* 22, 1860.

WITH reference to my letter of last night, I now beg to inform you that I have just sent off four canoes, carrying the following supplies, viz.:—

20 barrels of gunpowder in 276 kegs, equal to 2000 lbs.; 2 cwt. of lead, 43 rolls, equal to 224 lbs.; 18 iron shots. I shall write again when I get a reply from the senior officer respecting the assistance which it may be in his power to render.

I have, &c.
(Signed) G. BRAND.

Inclosure 5 in No. 1.

The Rev. H. Townsend to Consul Brand.

My dear Sir, *Abbeokuta, February* 19, 1860.

YOU will find inclosed a letter from the Alake to yourself about the present state of the town and the prospect of an invasion by the Dahomians in great force.

As far as I can learn, there are too many reasons to fear the Dahomians, with many Yorabas, are within a short distance of Abbeokuta with the intention of making war upon it. I am sure you are fully aware of the importance of preserving this place, as in fact it is the chief centre of the civilization and Christianity that is progressing in this part, notwithstanding the unfortunate occurrence in connection with the Niger Loads. The whole town is in alarm, and the women singing about the streets to excite the men to go to the walls in defence of the town. It has been our lot to have annual Dahomian alarms since the first attack, but the present exceeds them all, and gives us a feeling that there is a real cause, it is in fact now like the time when the real attack took place.

I remain, &c.,
(Signed) H. TOWNSEND.

Inclosure 6 in No. 1.

The Alake of Abbeokuta to Consul Brand.

Sir, *Atte, Abbeokuta, February* 19, 1860.

THE Alake sends his best respects to you and wishes you health.

The Alake hopes you will not be surprised to see his letter containing petitions instead of salutations. At your arrival at Lagos the Alake was informed of it, then the Alake has just begun to make buildings in which he is still engaged, and consequently has postponed his sending to salute you till after having completed the buildings at which time he thinks not only to salute you but to ask you to come up. Ten years ago when the Dahomians attacked Abbeokuta and were severely beaten and driven back, since then the Egbas have always heard every year that the Dahomians would reattack Abbeokuta, and as soon as it was reported to the Alake he always informed Mr. Townsend of it, and then asked him to make applications to the late Consul to send the Egbas officers, which report was always afterwards found to be false; this was repeated yearly. This year, the news of the Dahomians' intention to attack Abbeokuta being brought to the Alake he would not believe it, consequently would not send over to inform, or rather ask, Mr. Townsend to apply to you to send them officers to help them, but finding the report to be true the Alake in a great hurry now undertakes to write to you to send them four officers as the Dahomians are expected here within three or four days.

The Alake begs you not to delay in sending help; it has been reported that the Dahomian armies are very large. It may be that the Egbas and Dahomians will have engaged in battle before the officers' arrival, should they be departed before this time, it is just the same to the Alake who has been very anxious to be favoured by being visited by English officers. It has also been reported that if the Dahomians could not rush into the town in their first attack, they will retire at some distance from the town and encamp. The Alake has sent his armies to stop by the walls out of the town.

Written by me,
DAVID WILLIAMS,
for
THE ALAKE.

Inclosure 7 in No. 1.

Consul Brand to Lieutenant Lodder.

Sir, *Lagos, February* 23 1860.

WITH reference to the subject of my letter of the 21st, I herewith inclose for your consideration the copy of a communication from the Alake of Abbeokuta received this morning, and dated the 19th of the present month, the same date as that of the inclosure in my previous letter, and in which he asks for four English officers to assist his people in the present crisis.

I have, &c.
(Signed) G. BRAND.

Inclosure 8 in No. 1.

Lieutenant Lodder to Consul Brand.

Sir, "*Brune*," *February* 24, 1860.

I BEG to acknowledge the receipt of your letters dated the 21st and 23rd instant, with their inclosures.

I have according to your request ordered Lieutenant Allingham, Commanding Her Majesty's ship "Spitfire," now in the roads, to supply you with what ammunition he can spare. I am sorry I cannot render any assistance by detaching any officers to Abbeokuta without the sanction of the senior officer, as my orders from the Commodore are so peremptory on that point.

I have forwarded copies of your letters to Lieutenant Allingham, for the information of the senior officer who is expected hourly off here.

I have, &c.
(Signed) EDWD. F. LODDER.

Inclosure 9 in No. 1.

Consul Brand to Messrs. Townsend and others.

Gentlemen, *Lagos, February* 24, 1860, 1 *p.m.*

ON the 22nd I despatched four canoes with certain supplies mentioned in my letter of that date, which accompanied those supplies and of which I also sent a duplicate overland.

I had hoped to be able to send at least a portion of these articles overland, but as the Egbas' who were collected with a view to proceeding to aid their countrymen, positively refused to become the carriers of supplies for the defence of their own town, I was obliged to send all in the more tedious way by the river. Her Majesty's ships here at present are the "Brune" and "Spitfire," Lieutenant Lodder of the former vessel being the senior officer. There were no 6-pounder shot on board the "Brune," but I received last night from the "Spitfire" thirty rounds, with an equal number of cartridges. I have kept these till now, as I have been in hourly expectation of the arrival of the senior officer of the "Bights" Division. As the "Medusa," however, has not yet arrived, I am unwilling that there should be any further delay, and I accordingly despatch a canoe with the supplies of shot and cartridges received from the "Spitfire."

I have, &c.
(Signed) G. BRAND.

Inclosure 10 in No. 1.

Lieutenant Lodder to Consul Brand.

Sir, *Lagos, February* 26, 1860.

I BEG to enclose a copy of a letter received from the senior officer relative to the correspondence between yourself and me concerning the anticipated attack on Abbeokuta.

I have, &c.
(Signed) EDWD. F. LODDER.

Inclosure 11 in No. 1.

Commander Bowden to Lieutenant Lodder.

Sir, *"Medusa," Lagos, February* 25, 1860.

I HAVE received the correspondence between Mr. Consul Brand and yourself relative to the anticipated attack on Abbeokuta.

I am of opinion you were right in acceding to the Consul's request concerning the ammunition; he would not have worded it so strongly unless he had reasons for helping the Abbeokutans against the Dahomians.

As regards your not detaching any officers to Abbeokuta you are unquestionably right. The orders to defend Lagos from attack do not in my opinion in any way include friendly towns or states. Landing a few officers and men, totally unprotected, and sending them into the interior to take part in a war amongst native tribes would not be justifiable under any circumstances.

I am, &c.
(Signed) W. BOWDEN.

Inclosure 12 in No. 1.

Consul Brand to Commander Bowden.

Sir, *Lagos, February* 27, 1861.

LIEUTENANT LODDER has transmitted to me a copy of your letter of the 25th instant, relative to the expected attack upon Abbeokuta by the army of the King of Dahomey.

From the correspondence forwarded to you by that officer you will see the nature of the application made to me, and I would venture to submit whether it might not be advisable that some further supply of 6-pounder shot and cartridges, or the shot alone if the cartridges cannot be spared, should be sent to Abbeokuta.

But for the decided terms of your letter, stating that the detaching of officers or men would not be justifiable under any circumstances, I would have suggested that the presence of even one volunteer officer in the present crisis could not fail to produce an encouraging and sustaining influence on the Abbeokutans, and a corresponding effect in intimidating their enemies.

There are interests involved in the result of such a contest as that anticipated between Dahomey and Abbeokuta, which give to it a much higher importance than that of an ordinary war between native tribes.

I have, &c.
(Signed) G. BRAND.

Inclosure 13 in No. 1.

Commander Bowden to Consul Brand.

(Extract). "*Medusa*," *Lagos, February* 27, 1860.

I HAVE the honour to acknowledge the receipt of your letter of to-day's date, and in reply beg to inform you that I approved of Lieutenant Lodder's furnishing you with ammunition, because in your letter to him you solicited whatever aid it might be in his "power to bestow in that respect."

In your letter of to-day you submit to me, whether it might not be advisable that further supplies of ammunition should be sent to Abbeokuta. In reply, I have to inform you that I am unaware of any treaties or obligations which would authorize my taking any offensive measures against the Dahomey people, even in supplying their adversaries with ammunition. The "Medusa" has no 6-pounder, and cannot therefore supply shot, but should you from your knowledge of the views of our Government deem it imperative to give powder to Abbeokuta, I will cause it to be supplied to you, taking your receipt for the same.

As regards detaching officers or men to the interior to take part in a native war, I do not think I should be justified under any circumstances in doing so, without the sanction of the senior officer of the station.

Commodore Edmonstone is expected here the first week in April. In the mean time I will remain in the roads if you think it necessary, in case of any attack on Lagos, or other circumstances arising, until I am relieved by the "Viper."

Inclosure 14 in No. 1.

Consul Brand to Commander Bowden.

Sir, *Lagos, February* 27, 1860.

I HAVE the honour to acknowledge the receipt of your letter of this date in reply to the communication which I sent to you this morning.

With reference to what you state respecting the Dahomey people, allow me to observe that I have hitherto been under the impression that there was an instruction issued by the Commodore to the effect, that the present rulers of Lagos and Abbeokuta should be supported against any attempt on the part of Kosoko or the King of Dahomey.

As regards the considerate offer made in the last paragraph of your letter, which I gratefully acknowledge, I am happy to say that I do not at present anticipate anything arising here which would justify me in keeping you from other important duties, by representing the necessity of the "Medusa" remaining here until the arrival of the "Viper."

I shall now despatch the Alake's messengers, whom I have detained till I should learn your decision on the matters which I felt it right to submit to your consideration.

I am, &c.
(Signed) G. BRAND.

Inclosure 15 in No. 1.

Consul Brand to the Rev. H. Townsend.

My dear Sir, *Lagos, February* 27, 1860.

ON the 23rd I received your letter, together with that of the Alake, to which I now send a reply, and I will be much obliged by your having the goodness to read it to him.

I hope my letters of the 22nd and 24th may reach you safely. By them you will see that I lost no time in acting upon the requisition made to me by yourself and other residents, and I shall be glad to learn that the supplies I forwarded reached you in time.

I have detained the messengers till now, as the senior officer arrived in the roadstead a few hours after my letter of the 24th was written. A correspondence has passed between us, but as I have failed in obtaining any further supplies of the kind I applied for, and as he states that he does not feel himself authorized to detach either officers or men without the sanction of the Commodore, I shall not detain them any longer.

I can assure you, that in the present crisis I have acted solely from a deep sense of the important interests involved in the successful defence of Abbeokuta, and have not allowed myself to be influenced in the slightest degree by the affair of the Niger Loads, or by any other consideration.

I expect that care will be taken in the proper distribution of the supplies I have been able to forward, and that any portion not required will be kept in deposit. I cannot but regret that the application to me was delayed till the eleventh hour, but I had no sooner received it than I did my best to meet it.

Should the enemy make the attack, I pray that the God of Battles may be with you in the hour of trial and danger.

Believe me, &c.
(Signed) G. BRAND.

Inclosure 16 in No. 1.

Consul Brand to the Alake of Abbeokuta.

Lagos, February 27, 1860.

THE undersigned, Her Britannic Majesty's Consul, presents his respects to the Alake of Abbeokuta, and has to acknowledge the receipt of the Alake's letter of the 19th instant, which reached him four days after its date.

The Consul had previously received an application from the residents of Abbeokuta, and on the receipt of that application, made haste to render all the aid in his power.

Supplies of ammunition were sent by the Consul on the 22nd and 24th of the present month, and the Consul sincerely hopes that their supplies may have reached Abbeokuta in time.

The Consul has detained the Alake's messenger till now, as he felt it his duty to lay the Alake's letter before the senior British naval officer present, and wait for his reply; but as that officer now states that he does not feel himself authorized to send British officers to Abbeokuta without the sanction of the British Commodore, who is not here at present, the messengers will not be detained longer.

The Consul assures the Alake and people of Abbeokuta that his deepest sympathies are with them on the present occasion, and he feels confident that, should the enemy venture to attack them, they will show equal bravery and obtain equal success as they did nine years ago.

The Consul prays that the Great God who rules the universe, whom Christians worship, and the true knowledge of whom Christian missionaries teach, may protect the Alake and his people in the hour of danger.

(Signed) G. BRAND.

Inclosure 17 in No. 1.

Messrs. Townsend and others to Consul Brand.

Sir, *Ake, Abbeokuta, February* 27, 1860.

WE have received your esteemed favours of the 21st and 22nd instant, and beg to tender you our hearty thanks for the prompt manner in which you have aided us.

The canoes have safely arrived at Agbamaya with the powder, lead, &c.

Since we last wrote to you, the position of the Dahomian army has been accurately ascertained, they lie within two days journey from Abbeokuta, and have lately destroyed the small town of Idanyin between Ketu and Mekkoh, report says, that the inhabitants of the town were massacred.

The Egba army is still encamped before their walls.

You expressed your surprise at not receiving earlier information of the intended attack of the Dahomians. During the last eight years, there have been constant rumours at this season of war from the Dahomians which have all proved false; till lately, we have been under the impression that this was of the same nature.

We believe that the King and Chiefs have felt ashamed to write or send to you on account of their behaviour to Lieutenant Glover.

Nine years ago the Dahomians fought on the 3rd of March, and it is not unlikely they may come about the same time.

We trust you will be successful in your application to the senior officer, as a leading mind is sadly needed.

We are, &c.
(Signed) JOHN G. HUGHES.
SAMUEL CROWTHER, Jun.
F. RIBEIRO.
JOSIAH CROWTHER.
J. C. DEWRING.
H. TOWNSEND.

Inclosure 18 in No. 1.

The Rev. H. Townsend to Consul Brand.

My dear Sir, *Ake, Abbeokuta, February* 27, 1860.

WE have heard to day from Iketu that the Dahomey army, after having destroyed a town called Idanyi, had a fight with the people of Iketu, since which they have directed their march homeward.

We are told that their army was divided into several parts, one of which took Idanyi, and another fought with the Iketu people, whilst other divisions were sent to watch other towns. The people here are very anxious to return to their farms, and were very anxious that the Dahomians should come and settle their palavers with another fair battle, that they may be saved their annual alarm. It is a great loss to the country and also a source of irritation between them and their neighbours.

Dahomey messengers are yearly sent round to Oyo and Ibadan to endeavour to stir them up to join in an attack on this place, which at least makes Abbeokuta suspicious of Ibaddan and Oyo. There is open war threatened between Ibaddan and Ijaye. One of the American missionaries stationed at Ijaye was caught by the Ibaddan people and taken to Ibaddan. He was kindly treated by the Ibaddan Chief and set at liberty with permission to return to Ijaye. The Abbeokuta people are still at their camp behind the wall afraid of treachery I hear, and anxious to see what Ibadan will do to Ijaye. Ijaye is the friend of Abbeokuta, and should Ibaddan turn out in force against Ijaye, there is every probability of this place taking part against Ibaddan. I fear the present state of things promises any thing but good, we must however trust in a gracious Providence to bring good out of this evil.

We are much indebted to you for your prompt help, I think it produces a good effect upon the people.

I had but written the above when another report is brought from the camp that some Okeodan people have come in haste reporting that the Dahomians are approaching. Amidst all the reports brought us we are at a loss to know what to believe.

Believe me, &c.,
(Signed) H. TOWNSEND.

Inclosure 19 in No. 1.

The Rev. E. Bickersteth to the Leaders in the Wesleyan Missionary Society.

Dear Brethren, *Abbeokuta, February* 28, 1860.

AS I know that you will feel anxious to hear from me in the midst of this troublous time, I therefore deemed it necessary to address you a few lines touching the rumour of war. It is the fact that the Dahomians are intending to attack Abbeokuta, and not only the Dahomians, but the Ibaddans' army too; the Ijebus also promised to attack the Egbas; they are only waiting the Dahomians to begin the operation and they will soon follow.

Hearing these, the Egbas are now encamped around their town wall, waiting to receive their enemies. You will at once see, dear brethren, that we are surrounded with foes; in order that the people of Ibaddan may get sufficient ammunition to attack the Abbeokutans with, the Ijebus have reduced the prices of guns and powder to five heads of cowries, and powder about the same. The King of Dahomey had attacked a small town in the vicinity of Ketu, called Danyin, and caught a few captives, killed the King and stuck his head on a pole in the market place. Soon as the Ketu people heard this they sent a detachment of one hundred guns, fell upon the Dahomians a little. After all, the above few lines is read, brethren, pray for us, we ourselves will not cease to pray to our Heavenly Father to keep us from all the evil intention of our enemies. You will not have me down so soon as I had expected, until the rumour cease. May the Lord bless and keep you with his grace. With kind regards to you all.

Yours, &c.
(Signed) EDWD. BICKERSTETH

Inclosure 20 in No. 1.

Consul Brand to Commander Bowden.

Sir, *Lagos, February* 29, 1860.

I INCLOSE herewith, the copy of a letter received this afternoon containing the latest intelligence which I have concerning the expected attack of the army of the King of Dahomey on the town of Abbeokuta.

I have, &c.
(Signed) G. BRAND.

Inclosure 21 in No. 1.

Commander Hewett to Consul Brand.

Sir, *"Viper," off Lagos, March* 8, 1860.

1. COMMANDER BOWDEN having handed me over your letter of the 29th ultimo, with an inclosure from the British subjects now at Abbeokuta, I beg to acknowledge its receipt.

2. I quite agree with you on the subject of the importance of Abbeokuta as the outpost of our growing trade and missionary labours, and that nothing ought to be spared to save it from an attack of the Dahomians.

3. Should the King and Chief of Abbeokuta request your assistance, and volunteers could be found who would carry a remonstrance to the Dahomian Chief from the British authorities on the injustice of this war, and in the event of this remonstrance being paid no attention to, assist, by their moral influence and knowledge of the art of warfare, the defence of Abbeokuta, much loss of life and property might be saved, and I doubt not that the presence of a British Government Officer at Abbeokuta would prevent any collision or fight.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 22 in No. 1.

The Rev. H. Townsend to Consul Brand.

(Extract.) *Ake, Abbeokuta, March* 6, 1860.

I DESIRE thankfully to acknowledge your letter of February 27, inclosed in one to the Alake. I read your letter to the Alake, and had it fairly interpreted to him. He was very thankful to you for your kind efforts to procure what he desired.

A well armed and escorted caravan has come down from Igaye, with the mail from Dr. Baikie, which I forward to you. Abbegga, it appears, had not reached him when he wrote.

The supplies you kindly sent up will be carefully kept: it is intended to erect a magazine for the powder.

Our latest information about the Dahomians is, that the army is still on this side of the Oppara river, and until they cross this river their expedition cannot be regarded as over.

No. 2.

Consul Brand to Lord J. Russell.—(*Received May* 14.)

(Extract.) *Lagos, April* 9, 1860.

I HAD the honour, in my despatch of the 9th ultimo, to report the steps taken by me to avert the danger which threatened Abbeokuta, and I expressed an opinion, that judging from the best information I had obtained at the time I wrote, the probabilities were against any attack being made by the King of Dahomey this season. It is now ascertained that Guelélé has returned to Abomey, and, although there have been rumours of his having taken the field a second time to obtain more victims for his ensuing sacrifices, yet at this advanced period, the season of the rains being close at hand, there is no chance of his venturing far from his barbarous capital.

The danger of an actual attack on Abbeokuta this year I may safely say is now over, but the influence which the fear of that attack had, in stopping trade, impeding communication, and in disturbing the peaceful industry of the country, is still felt; the effects of the intrigues of Guelélé among the Yoruba tribes are visible in the present unsettled state of the interior, and this same state of things may recur next year.

The power and barbarous policy of the Chief of Dahomey is one of the greatest obstacles to the progress of industry, commerce, and Christian civilization in this part of Africa. Year after year the interior portion of the country is unsettled by his wars and slave hunts, whilst on the line of coast he not only protects the slave dealers, but also harasses the legal trader.

He puts forth a claim to a jurisdiction over three-fourths of the extent of the coast of this Consulate District, and actually exercises a pernicious influence over that portion of it lying from Badagry to Great Popoe, and even beyond that place his authority is felt. It is along this portion of the coast where his power is most felt, that the slave dealers still linger.

Whilst slave-dealers are protected, legal traders, unless they work into the hands of the traffickers, are harassed, and should any unfortunate vessel be stranded upon the shores of his inhospitable territory, everything is seized. The case of the "Columbia" of Bristol in 1857, reported by my predecessor, is an example, and a few weeks ago, the brig "Fanny of Hamburg," which got on shore, and was wrecked about two miles from Whydah, was dealt with in a similar way. The master of the "Gambia" of Bristol gave some aid to the wrecked vessel and saved a few articles, chiefly the clothes of the crew, but the Whydah authorities hearing of this, and finding the mate of the "Gambia" on shore, seized and detained him till the master delivered up what he had saved. The Master of the "Gambia" having subsequently gone on shore was obliged to escape on board, it being the intention of the Whydah authorites to seize him and impose a fine for aiding the unfortunate vessel.

The cause of humanity, peaceful commerce, and Christian civilization, loudly demand that some restraint be put on the power and influence of this barbarian Chief, who annually causes confusion and bloodshed in the interior, whilst he protects the slave-dealer and harasses the legal traders on the coast.

No. 3.

Consul Brand to Lord J. Russell.—(*Received May* 14.)

My Lord, *Lagos, April* 9, 1860.

MY preceding despatch informed your Lordship of the retreat of the army of the King of Dahomey, and that all chance of any attack upon Abbeokuta this season was over. I regret, however, to add that the Yoruba country is in a very unsettled state, caused probably in part by the intrigues of Dahomey, who is known to have made efforts to form an alliance with the people of Ibaddan. The Ibaddan army is encamped around Ijaye, another large town, the Are or Chief of which has never recognized the present King of Oyo, who still claims the titular dignity of King of the whole Yoruba country.

The people of Ijaye are friendly to Abbeokuta, and the fear is, that the Abbeokutans may be induced to join their friends, and thus a general war ensue which might last for years.

The effect of all this is an interruption of the course of trade, and as we depend at Lagos very much upon the Yoruba country for our supplies of articles of export, that interruption is severely felt here.

I inclose the copy of a paper which was delivered to me officially by the Rev. Messrs. Crowther and Maser, and I also inclose a number of a small newspaper which for some time past has been published at Abbeokuta. From these inclosures an idea of the present state of affairs in the interior may be gathered.

On the receipt of the former of these papers, I called a meeting of the merchants, which was very numerously attended, and has assembled from time to time since by adjournments.

At the meeting of last Saturday it was resolved to carry out the resolutions passed at the first meeting, of sending a deputation to the interior, the object of which would be, in the first instance, to advise the Abbeokutans to keep out of the strife; and, in the second, to endeavour to persuade the Ibaddans to give up their warlike intentions, and to open the roads for the flow of peaceful commerce.

I thought that, as we had recently afforded aid to the Abbeokutans, we were in a good position to be heard with deference, and I felt it right to promise to the merchants that I would send a special messenger to support their deputation.

I have made an application to the senior officer for permission being given to Lieutenant Lodder, as a most competent person, to undertake this important service, an application which I believe will be granted, and the deputation will likely depart in a few days.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 3.

Extract of a Letter from the Rev. H. Townsend.

March 12, 1860.

THERE is a great danger that the whole country will be involved in this war. This town sympathizes with Ijaye; the Ibaddan people are doing now such things as will lead these people to go against them. Oguenolla, the Olun of Ibaddan, is encamped at Ilugun; they have destroyed the farms of the people there. There can be no reason for this; no excuse on account of their Ijaye war. It is out of the way, as far from Ijaye or farther, than Ibaddan itself is. The Ibaddan people have kidnapped Egbas; known to be such; and more especially they have stolen their property in coming down from Ilorin and trying to pass by Ibaddan, as Ijaye is shut in. Some of the influential Chiefs here are for resisting with force this conduct; others desire to try to make peace first, before trying war. The latter at present prevail with their opinions. Such complications as now exist are not to be settled by a letter and two or three common persons bearing it. The merchants at Lagos should try to enlist the Egbas with themselves in it, and with the view, also, of keeping them out of the strife. It must be borne in mind, also, that the destruction of Ijaye by Ibaddan would be an evil to the country, as Ibaddan is already too strong, and uses it to perpetrate war and kidnapping. In fact, a balance of power is useful now. The advance of civilization and Christianity would be retarded, I think, by the uprising of a strong native Government in the country.

There will be great losses this year for the mercantile community unless a change speedily takes place; from here, even, no canoe can go down with produce.

I hope our fears will not be realized, but it would be good if the mercantile community at Lagos, headed by the Consul, could enter into some understanding with the Egbas, and conjointly make an effort for peace.

Inclosure 2 in No 3.

Extract from the "Iwe Irohin" (Newspaper published at Abbeokuta).

Abbeokuta, March 24, 1860.

FOR a long time past the prospects of the country have not been so gloomy as at present. The fear of an invasion by the Dahomey army has passed away, but the warlike plans of the Ibaddans have now become developed and decided.

Though oil has not been purchased at Ibaddan by the Ijebus for some time past, an active trade has been carried on in war material; muskets have been sold there for six heads of cowries each; whilst at Abbeokuta they were sold at the same time for nine and ten heads each. The cause of this cheapness of muskets at Ibaddan is explained thus, that the Ijebu traders have engaged to sell muskets at this rate, whilst the Ibaddans have on their part engaged to sell slaves at five bags each. We have been informed that the head war chief of Ibaddan is averse to this war, but his voice against it is silenced by public clamour for it, aided, perhaps instigated, by the second Chief. It is not difficult to understand that persons who have just come in possession of muskets through their cheapness should earnestly desire an opportunity of using the coveted weapon.

In the arrangement to sell cheap muskets on condition that slaves should be sold at a low rate, there is evidently an attempt at reviving the Slave Trade; the more so as it comes from the Ijebus, who have also endeavoured to put an entire stop to the palm oil trade in their country. It is to be hoped that additional means to watch the Ijebu ports and roads for shipping or transferring slaves from one part to another will not be wanting, to demonstrate how vain it is for them to labour for a revival of that evil traffic.

Our recent accounts are, that the Ibaddans are to be met at some places between Awaye and Iberukodo, on the west, watching the roads, and catching whomsoever they can; to the north-east is Oyo, the king of which instigated Ibaddan to the war; between Oyo and Ibaddan, on the east, are dependencies of Ibaddan; from Ibaddan westward, on the roads between Abbeokuta and Ijaye are parties of Ibaddans encamped at various points. By these means Ijaye is enclosed and cut off from all communication with their friends. A caravan came down by an unused road from Ijaye, but have not been able to return.

Abbeokuta as yet stands aloof, but not unconcerned, for they feel a sympathy at all times with Ijaye; and they regard these hostilities against Ijaye as also aimed at them; indeed, as a part of a great plan made between Dahomey, Oyo, Ibaddan and Ijebu to destroy Abbeokuta and the advancing civilization of the country. The active intercourse, the presents made, together with the known enmity of a part if not the whole of the above against them give them a strong reason for holding this suspicion. Besides which, an Egba town called Ilugun, has been invaded, the people driven out, and their farm produce consumed by Ibaddan, which is regarded as an hostile act. Ilugun is farther from Ijaye than Ibaddan, and in no form connected with Ijaye.

Messengers have been sent to Ibajan from Abbeokuta, their object being to endeavour to reconcile the hostile parties; at the same time messengers were sent to Abbeokuta to restore some persons kidnapped at Imala by Ibaddans (four are restored out of sixteen kidnapped).

A meeting of the Egba chiefs was held at the Basorun house on the 15th instant, to give an answer to the Ibaddan messengers. The substance of the answer was this: that if the Chief of Ajaye had done anything against Ibaddan that Ibaddan ought to have followed in this case the course pursued by their former Chief, Oluyole, who sent to Sodeke and made him acquainted with the cause of their quarrel with a view to a peaceful settlement of it by mediation, but they, the Egbas, were not made acquainted with the reason of this quarrel. Furthermore, that the Ibaddans had not only encircled Ijaye, but had gone out of the way to destroy an Egba town. That they, the Egbas, still desired peace; but at the same time wished to declare to the Ibaddan Chiefs, that if hostilities were continued against Ijaye they should go to their assistance and declare war against Ibaddan. We are officially informed, that if their messengers sent on the 11th instant do not return with a declaration on the part of the Ibaddan Chiefs that they are willing to entertain proposals of peace, they will immediately close the Ibaddan road, and declare war as soon as they can with Ibaddan. At present the road is all but closed; all Egbas, or persons from the coast, are warned not to go on the road, as it is unsafe. The messengers lately sent up from Lagos to Ibaddan were stopped at Atadi, and not allowed to pass until they had obtained the special permission of the Alake.

The latest news from Ibaddan is, that the last detachment of the Ibaddan army left for the seat of war on Monday last.

By persons coming from Ibaddan we learn that Ilugun was completely destroyed, the walls of the houses knocked down and broken in pieces. Ogumola, the second War Chief of Ibaddan, is the author of this wanton act of destruction on an Egba town.

A large meeting was called in Abbeokuta on Tuesday. It was the largest we remember to have seen. It was estimated that 8,000 persons were present, all of the male sex, and nearly all capable of bearing arms in war. Preparations for war were commanded to be made.

No. 4.

Consul Brand to Lord J. Russell.—(*Received May* 14.)

My Lord, *Lagos, April* 10, 1860.

I HAVE the honour to state, that Mr. Robert Campbell and Dr. Delaney,—both sent out by the Convention at Chatham, in Canada West, "of the Association for the general promotion of the political and other interests of the coloured people of the United States and Canada," with the view of selecting suitable locations as industrial settlements for people of colour from America, and who have been in the interior for some months, have both returned to this place, and proceed to England by the present packet.

These gentlemen speak very highly of the interior; they assure me that their mission has been successful, and, I believe, both intend to return ere long with a view to settling in this country.

I have, &c.
(Signed) G. BRAND.

No. 5.

Lord J. Russell to Consul Brand.

Sir, *Foreign Office, May* 23, 1860.

I HAVE received your despatch of the 9th of March last, together with its inclosures, reporting the steps taken by you to procure assistance for the Abbeokutans, in order to enable them to resist the threatened attack of the King of Dahomey, and I have to acquaint you that I approve your proceedings in this matter.

I have at the same time to inform you that the Commander-in-chief of Her Majesty's Naval Forces on the African Station will be instructed to make a communication to the King of Dahomey, to the effect that the Abbeokutans are our friends, and that if he continues every year to disturb the peaceful commerce of that town by his threatened attacks, he must do so at his peril, as he will thus assuredly bring down upon himself the hostility of Her Majesty's Government.

I have to add that if you should have an opportunity of making a communication in the above sense to the King of Dahomey you are at liberty to do so.

I am, &c.
(Signed) J. RUSSELL.

No. 6.

Lord J. Russell to Consul Brand.

Sir, *Foreign Office, May* 23, 1860.

WITH reference to your despatch of the 9th of April, reporting the disturbed state of the Yoruba country, I have to acquaint you that I entirely approve the steps which you have already taken, and the course which you propose to pursue, with the view to bring about a more peaceful state of things in that country.

It is not necessary for me to inform you that it will be your duty on all occasions to use your best endeavours to put a stop to hostilities between the Native Chiefs.

I have only further to say, that if you should have the opportunity, you will assure the Chiefs of Ibaddan, Ijaye, and other large towns, that Her Majesty's Government are most anxious to be on friendly terms with them all.

You will moreover point out to them the advantages to be derived from living on peaceable terms with their neighbours, and from employing their servants and people in cultivating the land, and in exchanging its products with the merchants on the coast, instead of engaging in fruitless and destructive wars.

I am, &c.
(Signed) J. RUSSELL.

No. 7

Consul Brand to Lord J. Russell.—(*Received June* 11.)

My Lord, *Lagos, April* 16, 1860.

I HAVE the honour to state, that the deputation of merchants referred to in my despatch of the 9th instant, accompanied by Lieutenant Lodder as a special messenger from this Consulate, left on the morning of Friday the 13th instant.

I inclose herewith, copies of a correspondence with the senior officer, and also copies of the letters which I entrusted to Lieutenant Lodder to be delivered to the Chiefs of Ibadan, and the Aré of Ijaye respectively.

The members of the mercantile deputation are Mr. J. M. Turner, a relative of the Bashoron or second Chief of Abbeokuta and Mr J. R. Thomas. Both these gentlemen are Sierra Leone emigrants, natives of Yoruba, and, speaking the language of the country, they possess the great advantage of communicating directly with the Chiefs without requiring the services of an interpreter.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 7.

Consul Brand to Commander Hewett.

Sir, *Lagos, April* 4, 1860.

YOU are already aware of the alarm recently occasioned by a threatened attack upon Abbeokuta by the King of Dahomey, and of the feeling of insecurity and stoppage of trade which ensued in consequence. This danger appears to have passed over for the present, but I regret to say, that the unsettled state of the Yoruba country, upon which Lagos almost entirely depends for the articles of its export trade, is such as to threaten very serious consequences. The people of Ibaddan seem resolved to make war upon Ijaye, a town friendly to Abbeokuta, and in which the Church of England Missionary Society has an agency, and it is to be feared that the Abbeokutans will be disposed to aid the people of Ijaye, and thus the whole of the interior may long be involved in war. Such a war we know by experience might last for years, completely arresting the progress of increasing commerce and Christian civilization in this portion of Central Africa. A meeting of the Lagos Merchants was recently held at this Consulate, when it was resolved to send a deputation to the interior to endeavour to avert this evil by inducing the Egbas to keep out of the strife, and if possible to get the Ibaddans to give up their warlike intentions, and allow the roads to be re-opened for the flow of peaceful commerce.

This state of things has appeared to me to be so serious, that I have felt the necessity of sending a special messenger along with the mercantile deputation; and having recently aided the Abbeokutans, this gives us a better claim to be heard. As in such cases much depends upon the individual, and as Lieutenant Lodder, who has already visited Abbeokuta, is well known to the Chiefs, from the official position he has held here and his long residence, possesses not only the requisite knowledge, but also that influence which tends so much to ensure success, I have felt it right to enquire of you, as senior officer of this division, whether in the present pressing emergency you could authorize that officer to undertake this important mission.

I have, &c.
(Signed) G. BRAND.

Inclosure 2 in No. 7.

Commander Hewett to Consul Brand.

Sir, "*Viper,*" *off Lagos, April* 20, 1860.

IN reply to your letter of yesterday's date, pointing out the deplorable state of the interior of the country, and thereby stoppage of trade, &c., insomuch that the merchants at Lagos, with yourself, have deemed it necessary to send a deputation to prevent if possible any more serious results arising.

Your letter particularly points out the necessity of a special messenger accompanying the said deputation, and that Lieutenant Lodder is the one best fitted to go; under these circumstances I feel myself authorized to permit that officer to proceed into the interior of the country, so as to carry out your views, upon application being made in a more direct form.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 3 in No. 7.

Consul Brand to Commander Hewett.

Sir, *Lagos, April* 7, 1860.

I HAD the honour to receive your letter of the 5th instant in reply to my communication of the previous day, respecting Lieutenant Lodder proceeding as a special messenger, along with a deputation of merchants, with a view to endeavour to put an end to the unhappy state of things which at present prevails in the Yoruba country.

I beg to offer you my best thanks for this communication, and to add that another meeting of the merchants was held at the Consulate this day, when it was stated that the position of affairs in the interior is such as to hold out encourging hopes to proceed; and it was resolved that the deputation should depart as early in the ensuing week as possible. The time likely to elapse from the departure of the deputation till their return should not exceed three weeks, and probably may be much shorter. Should Lieutenant Lodder, therefore, be willing to undertake this mission, which I believe him to be, I would respectfully beg to apply to you, as senior officer, for the requisite permission being granted to him for that purpose.

I have, &c.
(Signed) G. BRAND.

Inclosure 4 in No. 7.

Commander Hewett to Consul Brand.

Sir, "*Viper,*" *off Lagos, April* 11, 1860.

IN reply to your letter of the 7th instant requesting my leave for Lieutenant Lodder to join a special mission into the interior, I beg to inform you (that on your request, and the hopes of success which you entertain) I have granted that officer the leave required, and trust that the deputation will meet with the results so hopefully expected, and that peaceful commerce will once more resume its sway.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 5 in No. 7.

Consul Brand to Commander Hewett.

Sir, *Lagos, April* 11, 1860.

I HAVE the honour to acknowledge the receipt of your letter of this date, informing me that in compliance with my request, you have granted permission to Lieutenant Lodder to proceed on a special mission to the interior, for which I beg to convey to you my best thanks.

The deputation, I expect, will be able to start on Thursday morning, and I fondly hope the good results expected from it may be fully realized.

I have, &c.
(Signed) G. BRAND.

Inclosure 6 in No. 7.

Consul Brand to the Alake and Chiefs of Abbeokuta.

Lagos, April 12, 1860.

THE Undersigned, Her Britannic Majesty's Consul, presents his compliments to the Alake and Chiefs of Abbeokuta.

1. The Consul has learned with satisfaction that the King of Dahomey has withdrawn his armed force, but regrets to hear that the peace of the Yoruba country has been disturbed by the war-like intentions of the people of Ibaddan.

2. Feeling the great importance of maintaining peace, on which the prosperity and happiness of the land depend, the Consul hopes that the Alake and Chiefs will not only keep apart from these wars themselves, but also use all their influence to induce the people of Ibaddan and Ijaye to settle their differences without resorting to war, at all times, a great calamity, and one which in the present case would only spread misery, bloodshed, and desolation over the country.

3. The Consul shewed the interest he felt in the safety and well-being of Abbeokuta, by rendering all the aid in his power on the occasion of the recent threatened attack of the King of Dahomey, and he trusts the Alake and Chiefs will now listen to his advice to maintain peace.

4. To give the Alake and Chiefs a proof of how much interest he feels in the prosperity of their country, the Consul sends an honourable officer of Her Britannic Majesty's Navy, Lieutenant Edward Francis Lodder, already favourably known to them, accompanied by Mr. J. M. Turner and Mr. J. R. Thomas, two gentlemen selected by the merchants of Lagos to represent them, and to expresss their wishes.

5. The gentlemen proceed to the interior as messengers of peace, and the Consul hopes the Alake and Chiefs will listen to their friendly counsel, and render them all aid in their honourable endeavours to restore the blessings of order and prosperity to the Yoruba country.

6. The Consul wishes health and happiness to the Alake, his Chiefs, and the whole body of their people.

(Signed) G. BRAND,

Inclosure 7 in No. 7.

Consul Brand to the Chiefs of Ibadan.

Sir, *Lagos, April* 12, 1860.

THE undersigned, Her Britannic Majesty's Consul, sends his compliments to the Balle, Chiefs, and Captains of Ibaddan.

1. The Consul has heard with much concern of the unhappy state of things which now unsettles and disturbs the peace and prosperity of the Yoruba country.

2. The Consul feels that war can but lead to wide spread misery and desolation, and as the happiness and well-being of the land can only be secured by order, peace and tranquillity, he would earnestly exhort the Balle, Chiefs, and Captains to settle whatever differences may have led to the present state of things without inflicting upon their fellow-men the calamity of war.

3. As a proof of the interest he feels in the welfare of their country and people, the Consul now sends Lieutenant Edward Francis Lodder, an honourable officer of Her Britannic Majesty's Navy, who is accompanied by Mr. J. M. Turner and Mr. J. R. Thomas, two gentlemen selected by the merchants of Lagos as their representatives.

4. These gentlemen proceed as messengers of peace, they seek only to see tranquillity and happiness restored, they will give disinterested advice and assistance to the people of Ibaddan in settling their differences, and the Consul hopes that the Bãlle, his Chiefs, and Captains will listen to their pacific counsel, withdraw their forces and allow the roads to be again opened for the flow of peaceful commerce and industry.

5. The Consul wishes the Balle, Chiefs; and people of Ibaddan all health, happiness, prosperity.

(Signed) G. BRAND.

Inclosure 8 in No. 7.

Consul Brand to Aré, Chief of Ijaye.

Lagos, April 12, 1860.

THE Undersigned, Her Britannic Majesty's Consul, sends his compliments to Aré of Ijaye.

1. The Consul has learned with much regret of the present unhappy state of things in the Yoruba country, the encampment of the army of Ibaddan round Ijaye, the stoppage

of the roads, and the interruption caused to peaceful industry, which, if continued, must cause wide-spread misery and distress.

2. The Consul is most anxious to hear of tranquillity and order being restored; and, as a proof of that anxiety, he has sent an honourable officer of Her Britannic Majesty's Navy, Lieutenant Edward Francis Lodder, on a mission of peace. This officer is accompanied by two gentlemen, Mr. J. M. Turner, and J. R. Thomas, selected by the merchants of Lagos to represent them and to express their wishes.

3. These gentlemen will be ready to interpose their good offices in removing the causes of the present differences; and the Consul would earnestly advise Aré to listen to their friendly counsels, in order to reopen the roads of the country to trade and peaceful intercourse.

4. The Consul wishes Aré peace, health, and prosperity.

(Signed) G. BRAND.

No. 8.

Consul Brand to Lord J. Russell.—(*Received June* 11.)

(Extract.) *Lagos, April* 18, 1860.

IT appears, from all I hear, that the present King of Dahomey is much disliked at Whydah, his government being more intolerable than that of his father. The chief officer of the King is the Yer-vo-gar (the office of Cha-cha, held by one of the late De Souza's sons, being little more than a name); but, besides this officer, the King keeps constantly at Whydah one of his immediate relatives, to watch over and direct the proceedings of the Yer-vo-gar, who gets frequently the odium of acts which are dictated by the King himself.

I hear that at the present moment it would require but little to cause a revolt against the authority of Guelélé. A fugitive slave, belonging to one of the Whydah dealers, presented himself a few days ago here. He informed me that he did not know of any shipment actually having been made since that of the vessel captured by the "Spitfire;" but that there were at present nearly 5,000 slaves collected in the barracoon, and that efforts would be made to ship them ere long.

He said that he had been with his master several years; but, from what he saw going on, he believed that it was intended to ship off all the old slaves as soon as possible, and for that reason he had made his escape.

I have communicated the substance of this information to the senior officer of the division.

No. 9.

Consul Brand to Lord J. Russell.—(*Received June* 11.)

My Lord, *Lagos, April* 24, 1860.

IN obedience to the instruction contained in your Lordship's despatch of the 17th ultimo,* inclosing a draft of an engagement between Her Majesty and the King and Chiefs of Lagos for the abolition by the latter of the inhuman practice of destroying twin children and one or both of their parents, I shall use my best endeavours to induce King Docemo and his Chiefs to sign this engagement and to fulfil its stipulations.

I have, &c.

(Signed) G. BRAND.

No. 10.

Consul Brand to Lord J. Russell.—(*Received June* 11.)

My Lord, *Lagos, April* 24, 1860.

I HAVE have had the honour to receive your Lordship's despatch of the 17th ultimo,† in which your Lordship has been pleased to express your approval of my proceedings in the matter of the redemption of two girls, as reported in my despatch of the 31st December last.

---

* Class B, presented 1860, No. 14.

† Ibid. No. 15.

Lieutenant Lodder and Mr. Turner are now both in the interior on special service, but on their return I shall not fail to express to these gentlemen, in obedience to your Lordship's instructions, the high sense which Her Majesty's Government entertain of their conduct in the case of the slave-girl Moneyakpa.

I have, &c.
(Signed) G. BRAND.

No. 11.

Consul Brand to Lord J. Russell.—(Received June 11.)

My Lord, *Lagos, April* 24, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 22nd ultimo,* approving of my proposal to send from time to time, returns of slaves who may be redeemed, and whose emancipation may be registered at this Consulate.

In the meantime I propose to send these returns at the end of each six months, and on 30th June proximo I shall prepare a return of all these who have been registered since the commencement of the present year.

I have, &c.
(Signed) G. BRAND.

No. 12.

Consul Brand to Lord J. Russell.—(Received June 11.)

My Lord, *Lagos, May* 4, 1860.

IN my despatch of the 18th ultimo, I alluded to the collection of slaves in large numbers at Whydah, and the probability of attempts at shipments being soon made.

We have since heard that one large shipment has actually been safely effected in the vicinity of Whydah, if not on Whydah Beach. Reports vary as to the vessel, a barque I hear; it was at first said that she kept up American colours during the whole time. I subsequently heard, from what I considered good authority, that the vessel was French, and latterly she was reported as Mexican. I have not ascertained the number of slaves shipped. Another vessel was expected about the same time, and I should not be surprised to hear that a second cargo has been carried off.

I have had some correspondence with Commodore Edmonstone on these matters, and he informs me that he has sent one of his cruizers down to make inquiries and to ascertain, if possible, the particulars of the shipment which we know has taken place.

I have, &c.
(Signed) G. BRAND.

No. 13.

Consul Brand to Lord J. Russell.—(Received June 11.)

My Lord, *Lagos, May* 8, 1860.

I HAD the honour to report, in my despatch of the 16th ultimo the departure of the deputation of merchants accompanied by Lieutenant Lodder, to endeavour to bring about a reconciliation between the contending parties now seriously disturbing the peace and commerce of the Yoruba country.

Lieutenant Lodder and Mr. Thomas returned on the 2nd instant. Mr. Turner has remained at Otta to endeavour to get some satisfaction respecting the case of the murder of a Sierra Leone man there, alluded to in Mr. Lodder's report, a copy of which is herewith inclosed, and to which I shall have occasion to refer in a future despatch.

In Mr. Lodder's report it will be seen that the Chiefs of Abbeokuta were opposed to giving any aid in bringing about peace; no general meeting was convened; they refused messengers, and it was hinted, that they intended not to allow the deputation to proceed any further. A messenger however was sent, though not officially, he not having the

---

* Class B, presented 1860, No. 16.

Alake's stick. It is believed, that the four principal Chiefs of Abbeokuta are favourable to peace; but they are unable to resist the influence of the younger Chiefs and a large portion of the people, who are resolved to go to the assistance of the Aré of Ijaye.

Although no better success attended the visit to Ibadan, Lieutenant Lodder speaks highly of the frank and cordial manner they were received by the elders, who listened attentively to the reading of my letter, assured them that they fully appreciated the good motives of the deputation; that they loved and respected the Engligh and were aware that the Egbas were coming out against them, but being engaged in war, they intended to await the issue. The deputation not being able to proceed to Ijaye, my letter to the Aré or Supreme Chief, has been brought back.

Lieutenant Lodder states what is reported as the origin of the war, namely, the departure from an ancient and barbarous custom on the occasion of the death of the late King of Oyo, who is the titular sovereign over the whole of the Yoruba country, and to whom both the Balle of Ibadan and the Aré of Ijaye owe a nominal allegiance. The Ibadans agreed that the barbarous custom in question should be departed from, the Aré objected, and hence the ill feeling between the two tribes. Aré, who is a man of wonderful energy, but a sanguinary monster, has never acknowledged the present King of Oyo, and the original irritation existing on account of the different views of the tribes respecting the putting to death of the King's son, has been increased as alleged by numerous subsequent aggressions on the part of Aré, until these two leading members of the Yoruba family have been brought into the present state of war.

This unfortunate war, not only interrupts intercourse and trade, but also tends to revive the Slave Trade, as kidnapping parties, taking advantage of the unsettled state of the country, have gone and will go to seize captives, who will afterwards be disposed of to the slave dealers.

Although on the arrival of the deputation, the Chiefs excused themselves from assembling, yet on their return from Ibadan they found that they were met together; their own interests and fears respecting the alliance believed to have been formed between Dahomey and Ibadan for a combined attack upon Abbeokuta next dry season then being predominant.

I inclose the copy of a letter which I have received, written for the Alake Chiefs and Ogboni (a Secret Society), by the Rev. Mr. Townsend, and to which as yet I have sent no reply. In this letter they state their view of the war, their reasons for joining in it; and their excuse for giving so little assistance to the deputation; but it is evident, that their chief object in writing is to solicit aid in preparing for defending themselves against the King of Dahomey. It is clear the Abbeokutans are very alarmed at present.

The views expressed respecting Whydah and the necessity of diminishing the power of Dahomey, are similar to those I have myself laid before your Lordship.

With regard to what is said about the trade in arms and powder at Epe, I am informed, that it is chiefly from the factories in the Benin river, that the Ibadans get their arms.

Although the deputation has failed in its immediate object, yet the general opinion seems to be, that it has done good; it has satisfied the people here, who would have been discontented had no effort been made, and probably after some fighting, or a decisive action, it may pave the way to a settlement of the present differences.

I beg to inclose an extract from a letter of the Rev. Mr. Townsend, and to add that Lieutenant Lodder proceeds to England by the packet "Cleopatra" on the 10th instant.

As that officer has served nearly five years on the West Coast of Africa, during two and a half of which he has been in this Lagoon, and as he has been twice Acting Consul, and has just returned from his second visit to the Yoruba country, he is able to give your Lordship much valuable information.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 13.

Lieutenant Lodder to Consul Brand.

Sir, *Lagos, May* 7, 1860.

HAVING received your despatches for the several Chiefs in the interior on the morning of the 13th of last month, I left in company with Messrs. Turner and J. R. Thomas, to carry out the mission we had undertaken, to the best of our abilities.

Arriving at Ota the same afternoon enabled me to have a meeting with the King and Chiefs with regard to the murder of the British subject. I could only succeed in getting a messenger sent with me to Abbeokuta to try and succeed in getting the Ota man who allowed the criminal to escape. On our arrival at Abbeokuta on the 16th, I found and also advised, that it would not be judicious to mention the Ota question. I sent to the Alake and Chiefs to inform them of having a despatch from you and wished for an interview as soon as possible. Being promised by the Alake, when I delivered your despatch, that the Chiefs would meet on the 18th, it was deemed advisable to see some of the principal Chiefs with a view to endeavour to point out our object to them, as the war party were getting numerous and caused great excitement in the town, about our going beyond Abbeokuta. On the 19th, having had no communication from the Alake, I went, accompanied by Messrs. Turner and Thomas, to his residence, when it was evident the inclination to assist us in our mission for peace was nothing, but on the contrary, the love of kidnapping being too great and the Chiefs not wishing to meet. I had to leave the following morning for Ibadan, arriving at that place on the morning of the 22nd. We met with very little better success, the Balle being sick, could not be seen; the Chiefs all at the camp before Ijaye, so that we saw only some of the elders. I delivered your despatch; but nothing could be done without consulting the Chiefs at the camp. On the 24th, messengers returned from the camp; we were not allowed to proceed to Ijaye, or even to the camp. It was evident peace would not be made, being informed the Ibadan people were fighting for their King, and if he recalled them they would return. I then proposed going to Oyo, but having to pass the Ijayes the Ibadans objected.

The cause of the war appears to be on account of the late King of Oyo having treated the Balle of Ibadan very kindly; so when the King died, it being the custom of the country for the eldest son to be put to death also, the Balle then said no, why not let the son reign, which made Aré a great enemy to the Balle, also to the King of Oyo. Then followed kidnapping between Ijaye and Oyo, which the Ibadans did all in their power to prevent, and finding Aré only treated them with contempt and not respecting their King, they made war.

We left Ibadan on the 26th, arriving at Abbeokuta the following day. On paying our respects to the Alake I was surprised to find the Chiefs and a considerable meeting, which was caused on account of their alarms that an alliance would be formed between the Dahomians and Ibadans next year.

Mr. Thomas and myself left for this place on the 30th arriving here on the 2nd of May.

In conclusion I must remark although our mission has failed with regard to making peace, yet I am of opinion it has done good, and will lead to the result of peace being made after the natives have tried their powers. Should the Government wish to protect Abbeokuta, they must undertake some steps against Dahomey.

I have, &c.
(Signed) EDWD. F. LODDER.

Inclosure 2 in No. 13.

The Alake and Chiefs of Abbeokuta to Consul Brand.

Abbeokuta, April 30, 1860.

THE Alake, the War Chiefs, and Ogbonis of Abbeokuta, desire to present their best respects to Her Britannic Majesty's Consul at Lagos.

They beg permission to represent to the Consul that the country has been brought into war and confusion. The advice given them to cultivate cotton and other productions of value has been very acceptable to them; they have used their best efforts to follow it, and found it to be to their advantage. The Dahomians, after finding they could not destroy this place by their own power, have sought the assistance and co-operation of Ibadan and Oyo to effect it, and they regard the war now existing to have resulted, at least in part, from it.

They desire to give their best thanks to the Consul for sending Lieutenant Lodder, and the merchants of Lagos for sending Messrs. Turner and Thomas as a deputation, with the view of obtaining a peaceful settlement of the war. They had previously attempted to effect this object, but their messages had been rejected with insult, which precluded their joining and assisting the deputation as they desired and would otherwise have done. They sincerely regret the deputation was not allowed to visit the Ibadan camp, and that their efforts for the present have failed.

In connection with the constantly made attempts of the King of Dahomey to disturb the country they beg permission to remark, that the Slave Trade is stopped at Lagos; for this they desire to thank the British Government; but that the stoppage of the Slave Trade at the port of Lagos is only partial in its effects on the country, and fails in that measure of good desired; for slaves of every tribe here and of the interior are sold and shipped at Whydah. By this the King of Dahomey is enabled and also encouraged to disturb the peace of the country, and to hinder the advance of peaceful industry and commerce, by which also he is able to distribute large presents to the Chiefs of Oyo and Ibadan and encourage them in their war purposes.

They beg, therefore, most respectfully to represent, that unless Whydah be destroyed and a severe and effectual blow thereby given to the Slave Trade there, peace cannot be insured in the country.

They are sorry to say that, impelled by a feeling that if Ijaye be destroyed by the united forces of Ibadan and Oyo, they would be greatly imperilled in their own town, as well as by a sense of duty towards their ally, they are compelled to join in the war. They also desire to observe, that if the Slave Trade port at Whydah be destroyed, that the war now entered into will be checked.

They have also to beg your kind assistance in obtaining the aid of some officers, to teach their people the use of cannon for the defence of their town, as they expect the Dahomey King will try to attack Abbeokuta in the next dry season, when, if Ibadan be successful, they may expect their combined forces will be brought against them.

They will also beg the Consul's attention to the trade in guns and powder at Epé, from whence they are conveyed into the interior through the Ijebu country, and to ask if any means can be used to stop it.

And the Alake, War Chiefs, and Ogbonis of Abbeokuta wish that much health and happiness may be bestowed upon Her Britannic Majesty's Consul.

Written for the Alake and Chiefs assembled, and as directed by them,

By me,
(Signed) H. TOWNSEND.

Inclosure 3 in No. 13.

The Rev H. Townsend to Consul Brand.

(Extract). *Ake, Abbeokuta, May* 1, 1860.

I FORWARD to you a letter I wrote for the King and Chiefs. They thought it a matter of so much importance that they came, the Alake with them, to my house to have it written. The Alake never goes out of his house but on the most urgent business. The substance of it Lieutenant Lodder heard from them on Saturday last.

The deputation failed as regards the present settlement of the war; but I, for my part, regard it as a step towards the future settlement of it when they shall have become somewhat tired of fighting.

There has been a desperate battle, we hear, but there are rumours only as regards the result. It is said they killed their prisoners on both sides.

The people here declare their intention to go out and join Ijaye; but they are very slow in their movements. A vast change has taken place in this respect since I have known the town; the extension of commerce and farming have taken hold on the geople, and they don't care to go and risk their lives in slave-catching. A few years ago the greater part of the people now engaged in the native canoe traffic to and from Lagos would have been off at the first breaking out of the war to join one party or the other without orders from their Chiefs.

No. 14.

Lord J. Russell to Consul Brand.

Sir, *Foreign Office, June* 21, 1860.

WITH reference to your despatch of the 16th of April last, I have to acquaint you that I entirely approve the steps taken by you, and the letters which you addressed to the Chiefs of Abbeokuta, Ibadan, and Ijaye, with the view to prevent hostilities and to bring about a settlement of the differences between the Chiefs of the Yoruba country.

I am, &c.
(Signed) J. RUSSELL.

No. 15.

Consul Brand to Lord J. Russell.—(Received July 11.)

My Lord, *Lagos, May* 14, 1860.

I HAVE the honour to inclose herewith the copy of a letter addressed to me by the Agent of the Church Missionary Society at Badagry, relative to the barbarous custom of destroying people charged with the imaginary crime of witchcraft.

I immediately procured a trustworthy special messenger, to whom I delivered the letter, of which the inclosed is a copy, and he was about to depart when I received Mr. Pearse's second letter (copy subjoined), informing me that the two women had actually been executed under very revolting circumstances.

Mr. Pearse was here a few days after the event, and as he joined with me in thinking that the sending of my letter might deter the Chiefs from continuing the practice, and would at least be a protest against it, I added a postscript dated the 8th, and gave the letter to Mr. Pearse, to be by him communicated to the Chiefs.

I have alluded in my letter to pledges given by the Chief to my predecessor, because there seemed to be an opinion that some such pledges had been given. I can find no record, however, of these pledges, and the only stand I can take is on the VIIth Article of the Treaty of the 18th March, 1852, which I have invoked in my letter, although not without some doubt as to my right to do so.

It is clear that the VIIth Article is not to be construed as interdicting the execution of criminals for capital offences; and the question which I am anxious to have solved is, whether witchcraft, which is held to be a heinous crime over an extended portion of Africa and also in many other parts of the world, be, in view of the Badagry Treaty of 18th March, 1852, a crime, or whether its punishment is to be considered one of those ceremonies prohibited by that Treaty, and consequently, whether I am authorized under the VIIth Article to insist on the abolition of the barbarous custom in question.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 15.

Mr. Pearse to Consul Brand.

Dear Sir, *Church Mission House, Badagry, April* 30, 1860.

AS the representative of the Church Missionary Society in this place, I feel it a duty incumbent on me to report to you an intended horrible sacrifice to be made within a few days hence by the people and Chiefs of Badagry.

On the evening of the 29th instant, the Rev. J. A. Maser being here, the news reached us that a poor, helpless and innocent woman was arrested, being falsely accused of witchcraft; that she has been kept in custody to be sacrificed to the fetish early this morning ere Mr. Maser left for Lagos. We called on the head fetish man and two of the Chiefs, thinking that by remonstrances we might be able to prevent this inhuman act.

Mr. Maser having left for Lagos at noon to-day I waited on the Chiefs again, to ascertain whether they have altered their barbarous intention; but, to my utter amazement, I learnt that, not only are they fully determined on this matter, but another woman has been seized, being similarly suspected. The reply made to my earnest remonstrations amounts to a threatening against myself and the Mission cause in this place.

The murderous slaughter of persons so falsely accused is an old practice of this place, urged on and encouraged by gross superstition. For the want of a Consular interference innocent lives were consecutively and successfully destroyed from years immemorial, and the corpses most inhumanly dragged through the town, and at last thrown on scaffolds erected for the purpose about the town under the open sky, where they were mangled and preyed upon by the birds of the air.

On the reinstatement of this people the late Consul Campbell succeeded to prevent this heathenish and cruel practice; but the natives will now take advantage of his death to resume this heartrending practice. To save these poor lives, and to abolish the continuance of this horrible crime, I humbly and most earnestly appeal to your Consular aid for immediate interference and protection.

I am, &c.
(Signed) SAML. PEARSE.

Inclosure 2 in No. 15.

Consul Brand to the Chiefs of Badagry.

Lagos, May 3, 1860.

1. THE Undersigned, Her Britannic Majesty's Consul, was under the necessity of writing to the Chiefs of Badagry some months ago relative to the nefarious crime of fire-raising.

2. The Consul has just learned with astonishment and horror that the Chiefs are about to put to death one if not two unfortunate women accused of an imaginary crime.

3. The Consul must remind the Chiefs that it was by the interposition of this Consulate that they obtained their present positions, the power and influence of which they have so grossly abused on many occasions. He also reminds them of the pledges given to his predecessor on the subject of the horrible custom now in question, and he finally reminds them of the engagement contained in the VIIth Article of the Treaty signed at Badagry on the 18th March, 1852, by which it is declared that "no human being shall at any time be sacrificed within the territories on account of religious or other ceremonies."

4. The Consul seriously warns the Chiefs that, should they in violation of their engagements proceed to perpetrate the abominable crime which they now have in contemplation, he will bring this fresh instance of their bad faith to the knowledge of the British Government; and the Chiefs may rest well assured that, although their various acts of ingratitude and wilful violation of their engagements may have hitherto passed unpunished, yet that not one of their acts has been forgotten.

(Signed) G. BRAND.

P.S. *May* 8.—Before sending this letter on, the Consul heard that the Chiefs had committed the barbarity referred to. The Consul still sends the letter because it expresses his views, and he will make the whole matter known to the British Government.

Inclosure 3 in No. 15.

Mr. Pearse to Consul Brand.

Dear Sir, *Badagry, May* 2, 1860.

I MUCH regret having to report soon after my letter of the 30th of April, that the two women were executed last night in spite of all we have said.

It is a spectacle of horror to all enlightened minds. Every fetish man and women assumed the character of a fiend, the voice of fury against the two dead corpses, and of songs in praise of fetishes, was heard from all lips as they were dragging them from one fetish house to another, stamping upon them and beating them with clubs most inhumanly. The scaffold is being repaired to be the receptacle of the corpses, which are to be thrown to the mercy of the birds of prey.

I trust you will find so baneful a practice worth your interference.

With sincere respects, I am, &c.

(Signed) SAML. PEARSE.

No. 16.

Consul Brand to Lord J. Russell.—(Received July 11.)

My Lord, *Lagos, May* 28, 1860.

I MENTIONED in my despatch of the 4th instant, that we had heard of one shipment of slaves having been effected in the neighbourhood of Whydah, and that there was a probability that a second cargo would follow.

I have since heard upon fair authority that a second shipment took place on the 13th instant, but I have not as yet heard the details, which however I probably may do on the arrival of the senior officer, about the 8th proximo.

When that officer was here to meet the mail from England, the state of the bar prevented all communication.

There seemed to be some doubt as to the flag of the vessel which carried off the first cargo, American, French, and Mexican colors having been respectively named.

It is now pretty well ascertain that one of the two vessels was French, a vessel, in fact, which had been off here on what the master called a small trading voyage, he having considerable quantities of French wines, brandies, and other small articles on board. This vessel as reported went to Whydah, was there sold, and probably hoisted American colours as a protection, whilst the living cargo was getting ready.

I hope yet to be able to communicate to your Lordship more specific information respecting this case.

I have, &c.
(Signed) H. BRAND.

No. 17.

Consul Brand to Lord J. Russell.—(*Received July* 11.)

My Lord, *Lagos, June* 5, 1860.

I HAVE the honour the inclose herewith the copy of my reply to the letter of the Alake, and Chiefs of Abbeokuta, a copy of which was transmitted in my despatch of the 8th ultimo.

Since then the fortune of war so far as correct accounts can be gathered, seems to have been in favour of the people of Ijaye, to aid whom Egbas have taken the field.

The Christian element at Abbeokuta would appear to be favourable to the war, as I learn several separate companies of Native Christians, commanded by leaders, chosen by themselves, have gone out; and your Lordship will perceive by the two inclosed papers, the one a circular calling a meeting, the other an extract from a newspaper, published by the Church Missionary Society, stating what took place at that meeting; that the senior agent of that society has taken rather a prominent part as regards a proposal to impose an arbitrary tax on the mercantile body expressly for war purposes.

I should state as regards Abbeokuta, that hitherto there has been no regular source of revenue for the benefit of the Chiefs. Each individual merchant has paid to them, or to some one of them, such presents as have been demanded from time to time, and hence has followed the corrupt system which, to a considerable extent, prevails of individual merchants, obtaining special privileges by bribing individual Chiefs, and their adherents.

Any equitable and simple plan of taxation to be substituted for the system in question would unquestionably be a great improvement, and I was recently consulted on the subject, when it appeared that a tax of one per cent. on exports, of which, after paying the expenses of collection, the greater part should go to the Chiefs, a small portion only being retained for public improvements, might be adopted.

It was understood, that the portion passing should increase in proportion to the increase of trade, thus giving them an interest in the progressive industry of the country; and that they in return should grant protection to property, and the free right of transit both by land and by water.

The arbitrary impost for war purposes, said to have been as first proposed, 240 bags of cowries, and 40 cases of gin, would, I am persuaded, only be the beginning of a series of similar vexatious exactions, as, under some pretext or other, the Chiefs would be ever ready to get up some claim for aid.

As most of the mercantile men of Abbeokuta are merely agents of the very Lagos merchants who recently sent a deputation for pacific purposes, the proposal to subject them to a tax immediately after refusing to act upon their advice, seems peculiarly ill timed.

I believe the second meeting at the Ake school-room, announced for the 23rd ultimo, did not take place in consequence of heavy rains, which prevented the merchants from assembling, and no communication has been made to me on the subject.

I hear, that the proposal, in the form in which it was presented at first, has not been adopted, but that the merchants have agreed to pay to the chiefs, twenty bags of cowries, to open the road and the river for ten days.

I inclose a copy of a letter written by Mr. Townsend, at the request of the Alake and

Elders, and in that letter allusion is made as to opening the road for commerce; but nothing is said, as its being only for the limited period of ten days.

In my reply to Mr. Townsend, I have expressed my opinion as regards the possible results to which the present war may lead; results however, which I sincerely desire, may be averted.

I trust, I have not exceeded due bounds, nor misinterpreted the wishes of Her Majesty's Governmentas regards Abbeokuta, in what I have stated in the last paragraph of my letter.

I have, &c.
(Signed) G. BRAND.

Inclosure 1 in No. 17.

Consul Brand to the Alake and Chiefs of Abbeokuta

Lagos, May 12, 1860.

THE Undersigned, Her Britannic Majesty's Consul, presents his respects to the Alake and chiefs of Abbeokuta, he has received their letter of the 30th of last month; he has seen their messengers, and has had delivered to him the sheep sent down as presents to himself, and to the British Commodore.

1. The Consul thanks the Alake for sending to Otta the Chief Oguula, who, after allowing the murderer of Thomas Williams to escape to Ado, had taken refuge in Abbeokuta. He also thanks the Alake for recovering and sending down the Lagos man, who had been made prisoner at Abbeokuta, and afterwards sold to Ibadan. That man appears to have induced a woman of Abbeokuta to come here; but the Consul will cause this woman to be delivered over to the Alake's messengers to be conveyed back.

2. The Consul would be glad, were he able to continue to write in the language of commendation; but he cannot help expressing his regret, that so little disposition should have been shown at Abbeokuta to aid the deputation recently sent from Lagos on a mission of peace. It appears that although the chiefs did not even think it worth the trouble to convene a meeting to receive that deputation, yet, on the return of the deputation from Ibadan, the chiefs found no difficulty in assembling when their own interests and their fears of the King of Dahomey occupied their minds. This remarkable proceeding on the part of the Chiefs has not passed unnoticed.

3. The Consul is also obliged with much regret to remark, that twice in the course of the past year messengers, on the service of the British Government, have been plundered at one of the gates of Abbeokuta; that five of these messengers have never since been heard of, and that although the chiefs agreed to repay the amount of the losses sustained, no offer has since been made to do so. Surely the Chiefs of Abbeokuta do not think that the British Government can be insensible to such a want of gratitude, or to such insulting outrages.

4. As regards the trade in powder and arms at Epé, it would be difficult to prevent it without the dealers themselves consenting to abandon it for a time, and such a general consent among men influenced by personal interests, is not easily brought about. Besides, these arms are not supplied from Epé only, for the Consul is well informed that there is a kind of musket much in favour with the Ibadans, which they get from the Benin river, through the agency of intermediate tribes.

5. With regard to the further request, and suggestion relative to British officers, and to Whydah, the Consul can only say, that by the packet which left this place for England two days ago, he forwarded a copy of the letter of the Alake and Chiefs, of the 30th of last month, to Her Britannic Majesty's Government, from whom he feels sure it will receive that attention, and consideration which the importance of the matters in question may seem to deserve.

6. The Consul having heard that kidnapping parties taking advantage of the unsettled state of the country, are making preparations at Abbeokuta to go out to seize slaves, he would earnestly warn the Alake and Chiefs against permitting such barbarous schemes being carried into execution.

Finally, the Consul wishes the Alake, his Chiefs and his people, health, and trusts that the wars and troubles which now unhappily afflict the Yoruba country, may soon be brought to an end.

(Signed) G. BRAND.

Inclosure 2 in No. 17.

Circular.

Sir, *Ake, May* 19, 1860.

I HAVE been requested by the Alake and Elders of Abbeokuta to communicate with the Foreign Commercial Gentlemen of Abbeokuta, respecting a contribution expected from them towards the war; I have therefore to beg your attendance at a meeting to be held at the Ake School Room, on Monday afternoon next, at 4 o'clock, when I shall be happy to state fully the wishes of the Alake and Elders as communicated to me.

I remain, &c.
(Signed) H. TOWNSEND.

Inclosure 3 in No. 17.

Extract from the "Iwe Irhoin" (Abbeokutan Newspaper) of May, 1860.

A MEETING of the foreign merchants was held at the Ake School Room on Monday, the 21st instant, to receive an application from the Alake and Elders for a contribution towards the expense of the war. The subject was discussed with reference to the frequent demands made on individual merchants by individual Chiefs, which proved a great expense, as well as a constant source of annoyance, and the best means of obviating the difficulty. A former proposal to collect a duty on all export articles of two and a-half per cent. was considered, as to whether the former plan could be adopted and at once acted upon, of which to give the Chiefs a contribution for the war. It was resolved that another meeting be held on the 23rd instant at the same place, in order to produce the former plan and to address the British Consul on the subject.

Inclosure 4 in No. 17.

The Rev. H. Townsend to Consul Brand.

Sir, *Abbeokuta, May* 29, 1860.

I HAVE been requested by the Alake and Elders of Abbeokuta to write and represent on their behalf the following circumstances.

They beg me to state that the Chiefs of Ibaddan have of late sent their messages to Dahomey, to persuade the King of Dahomey to come and destroy Abbeokuta. The first of these three was sent at the time the Dahomey army was in the neighbourhood and destroyed Idanyi, and the last eleven days ago. Also, that about twenty persons belonging to the King of Dahomey have been at Oyo for some time past, for the purpose of conveying information in connection with Oyo and Ibaddan.

They beg me to represent that a league of some kind exists between the parties above indicated to effect the destruction of this place, and that the first of the above-named messages was sent prior to the breaking out of the present war; also, that although they thus make mention of three messages, yet they are by no means to be understood as implying that the intercourse between the above was confined to these; for a constant exchange of presents and messages have been going on for some years past, by which the Dahomians endeavoured to obtain the aid of Oyo and Ibadan against Abbeokuta.

I am, therefore, requested to represent with much deference the need of cutting off the source of these intrigues by destroying Whydah, from whence they obtain the means of carrying on their objects. The Alake and his Chiefs have had the honour of writing to you in a letter dated April 30th on the subject, and they desire thankfully to acknowledge your reply. Their wishing to address you the second time on this subject is to show their sense of the importance of the object, and the need of its being speedily accomplished.

I am requested to state, that some persons of the Yoruba tribe from Sierra Leone are engaged in forwarding from Lagos, *viâ* Ikorodu, supplies of ammunition to Ibaddan.

They beg me also to state that, from various representations made to them by the foreign residents here of the injury done to their commerce by the stoppage of the road to Lagos, they have been induced to direct its being opened to their commerce.

The Alake and elders desire to acknowledge with much thankfulness your kind attention to their letters, and beg to assure you of their desire to do what is right as far as ability is given them.

I remain, &c.
(Signed) H. TOWNSEND.

Inclosure 5 in No. 17.

Consul Brand to the Rev. H. Townsend.

Sir, *Lagos, June* 5, 1860.

I HAVE the honour to acknowledge the receipt of your letter of the 29th ultimo, written, you acquaint me, at the request of the Alake and Elders of Abbeokuta.

The events which have occurred at Abbeokuta, according to the accounts I have received relative to the war since the return of the recent deputation, have made the want of success of that effort less matter of surprise than before, although as yet I can see no reason for withholding from the deputation and from my messenger the courtesy of a public reception by the Chiefs.

The grounds upon which the Egbas justify their participation in the war, namely, that by aiding Ijaye they are weakening both Ibaddan and Dahomey and thus indirectly strengthening themselves, admit of a wide and dangerous application; for, on the same grounds, the Egbas, animated by an aggressive spirit, might attack and lay waste every town and village between Abbeokuta and Abomey.

The desire of Her Majesty's Government has been, I apprehend, to see Abbeokuta prosperous as a peaceful State, not as an aggressive one.

The proposal of an arbitrary tax expressly for war purposes to be levied in many cases upon the agents of the very merchants who sent a deputation to endeavour to obtain conditions of peace caused me no small degree of surprise. I believe such an impost would prove the harbinger of future vexatious exactions.

I should, however, be glad to see a simple tax, based on equitable principles and applicable to all, by which the Chiefs would derive a revenue increasing in amount according to the progress of agriculture and commerce in return for protection rendered, established in the place of the irregular and objectionable system that has prevailed hitherto.

As regards the further complications arising out of the progress of the war to which you allude, these are only what I could have anticipated.

The object of the deputation and of my message was to keep the Egbas out of the strife, and to endeavour to effect a settlement between the two contending parties. This peaceful object failed. The Egbas joined the people of Ijaye; and it is not surprising, such being the case, that the Ibaddans should seek to strengthen themselves by forming alliances in other quarters, and in the King of Dahomey they are likely to find an ally only too ready to join them.

Thus the war from being confined to two tribes may ere long, by alliances, embrace the whole of Yoruba, of which one-half may be found fighting against the other, whilst the common enemy, Dahomey, whom the Yoruba people united could easily subdue, comes in and gains a position and an influence to be speedily turned to his own account.

I have no doubt whatever as regards the intercourse which you say has been going on between Dahomey and other States for years, or as to the presents given and received. The system of giving and receiving presents in order to form or to strengthen alliances has prevailed in all ages and among States in very different degrees of civilization; and even the Chiefs of Abbeokuta themselves have been accused of accepting presents from the King of Dahomey.

I desire to thank the Chiefs for opening the road to commerce, a step by which they further the interests not only of the merchants but also that of their own country.

As regards the charge against Lagos people aiding the Ibaddans by way of Iccorodoo, if the Alake and Chiefs can give me any specific information enabling me to trace the charge, or to bring it home to individuals, I should be indeed obliged; but, as much needless irritation has been caused within the past year by vague charges unsupported by any evidence, I wish much, when such charges are made, that they should be supported by an amount of evidence, at least sufficient to form the groundwork of an investigation.

I shall transmit a copy of your letter to Lord John Russell by the next mail, and I may venture to add, that the people of Abbeokuta may be assured that they will retain the sympathies of the British Government so long as their country, now the advanced post of Christian civilization in this portion of Central Africa, continues the abode of peaceful industry, where agriculture, commerce, and Christian education are fostered and encouraged; but that they are not to conclude that that sympathy and support which has hitherto been given to enable them to defend their own soil from assault will be continued should they become aggressors, invade the dominions of their neighbours, or engage in wars beyond their own territory.

I have in conclusion to ask you the favour to cause this letter to be read and explained to the Alake and Elders.

I have, &c.
(Signed) G. BRAND.

No. 18.

Lord J. Russell to Consul Brand.

Sir, *Foreign Office, July* 23, 1860.

I HAVE received your despatch of the 5th ultimo, together with its inclosures, and I have in reply to acquaint you that I approve the communications addressed by you to the Alake and Chiefs of Abbeokuta, and to the Rev. Mr. Townsend, with reference to the war in the Yoruba country and other matters.

I am, &c.
(Signed) J. RUSSELL.

No. 19.

Lord J. Russell to Consul Brand.

Sir, *Foreign Office, July* 23, 1860.

I HAVE received your despatch of the 14th of May last, together with its inclosures, and I have in reply to acquaint you that I entirely approve the communications which you addressed to the Chiefs of Badagry, with the view to prevent the execution of two unfortunate women accused of witchcraft.

You will continue to use your best exertions to put a stop to this barbarous custom of the Badagry people, of putting to death persons accused of the imaginary crime of witchcraft; and you will omit no opportunity of impressing upon the Chiefs the detestation with which their conduct in tolerating such proceedings has been viewed by Her Majesty's Government.

I am, &c.
(Signed) J. RUSSELL.

No. 20.

Acting Consul Hand to Lord J. Russell.—(*Received August* 13.)

My Lord, *Lagos, July* 8, 1860.

WITH reference to the war in the interior, I have the honour to report, for your Lordship's information, that it is showing a very serious aspect.

I understand, from very good authority, that Dahomey has been making great preparations to attack the Egbas so soon as the dry season commences. I also hear that he has sent a message to the King of Oda, through Kosoko, begging him not to make peace, but to try and carry on the war until the dry season, and then he, Dahomey, will join them and all parties against Abbeokuta.

Thus I beg leave to state, my Lord, unless some immediate measures are taken there will be war and no trade for the next three years. Taking into consideration, my Lord, the immediate attention required in this most important cause, I have appointed a messenger to the King of Dahomey, who will start in a few days with a letter from me in reference to your despatch of May 23rd, 1860, to Mr. G. Brand.

There has been one great drawback to this war, and that is, guns, powder, and shot have been allowed to be taken in large quantities to the Okorodu market, which is held every five days, and a great rendezvous for our enemies, the Ibaddans, to sell slaves taken in war, and in return purchase the above articles. I am also told by prisoners that have been taken to the Okorodu market for sale by the Ibaddans, that they have received large supplies of these articles from this source.

I have acquainted King Docemo of this, and it will be put a stop to by means of all canoes going to this Okorodu market being searched before leaving Lagos, and again on arriving at Okorodu, by two Sierra Leone emigrants with Consular staff, and two King's men with Docemo's staff.

I hope, my Lord, next mail to be able to give you a more full and better account with reference to this war.

I have, &c.
(Signed) HENRY HAND.

No. 21.

Acting Consul Hand to Lord J. Russell.—(*Received October* 12.)

My Lord, *Lagos, August* 13, 1860.

I HAVE the honour to inform your Lordship that I have sent messengers and received answers from the Alake of Abbeokuta and the King of Jebu, copies of which I beg to inclose.

The war in the interior still continues, and I am of opinion the Ibaddans are trying to keep it unsettled until the dry season, when they hope the Dahomians will attack Abbeokuta.

The messenger I had purposed sending to the King of Dahomey having disappointed me, I intend communicating with Commander Raby, Royal Navy, Senior Officer of the Bight Division, to send a messenger from Whydah.

I beg to explain to your Lordship that my reason for communicating with the King of Jebu was to see on what side he intended to take with the war in the interior.

I have the honour to acquaint your Lordship that I sent Mr. John Richards, Second Master of Her Majesty's steam gun-boat "Brune," under my command, to Abbeokuta, for the purpose of getting the roads opened to Lagos; a copy of his proceedings I have much pleasure in inclosing for your Lordship's information.

I have, &c.
(Signed) HENRY HAND.

Inclosure 1 in No. 21.

The Rev. H. Townsend to Acting Consul Hand.

Sir, *Abbeokuta, July* 9, 1860.

I AM requested by the Alake and Chiefs of Abbeokuta to acknowledge the receipt of your letter of June 28th, and a copy of two despatches from the British Government, dated May 23rd.

The Alake and Chiefs desire me to express their sorrow at the death of G. Brand, Esq., Her British Majesty's Consul, of which they have heard, through private sources.

I am requested to express their deep sense of the obligations they are under to the British Government, for their efforts on their behalf to check the exil designs of the King of Dahomey. The King of Dahomey has promised the Ibaddans to attack Abbeokuta in the coming dry season.

I am requested to state that the Alake and Chiefs of Abbeokuta are fully sensible of the need of keeping the road open between this and Lagos, although their own laws and usages sometimes compel them to pursue another course. In the present instance, they have been obliged to resort to this measure by the merchants refusing to pay a duty. For a long period past the Alake and Chiefs have been expecting the mercantile body to make some arrangement with them for the payment of a duty, but it has been so often put off that they have been induced to stop the road in order to bring about this arrangement.

The Alake and Chiefs desire me to state that they trust you will see that the closing of the road has necessarily resulted from the conduct of the mercantile body, and that it is mainly in their hands to have it opened again.

They desire me to assure you of their own desire that the road should be opened.

I have, &c.
(Signed) H. TOWNSEND.

Inclosure 2 in No. 21.

The King of Jebu to Acting Consul Hand.

Sir, *July* 19, 1860.

YOUR letters and messengers came to me by the bearer, which I am gratefully and thankfully and oblige. Concerning what you mention, I have already abolished that before your messengers came.

And his reply to the Queen is, that she must have to send plenty of to me such thing that are fancied in her own heart to my assistance and messengers, not rum or common cloth, but such things that are best, and I will send to her and her Consul what fits them: then we prove that we unite.

And that he begs the Queen, he hears that all the Yorubas and Egbas coming to their country; he sees none of his people, and if she will be pleased to proclaim through her territories if any Jebu intends to come let them come. The country is in union with England, and lawful trade of palm oil for British merchants, if there will be no guns and powder to support the Ibaddans' people the peace will be established.

I have, &c.
(Signed) AWIJELLA.

Inclosure 3 in No. 21.

Mr. Richards to Acting Consul Hand.

Sir, *Lagos, July* 25, 1860.

I HAVE the honour to state that in obedience to your orders I proceeded for Abbeokuta on the 17th instant with your message to the Alake and Chiefs, and found on arriving there that they had already acceded to the wishes of the merchants in opening the river road; I therefore waited on His Majesty, and explaining my errand, congratulated him on having allowed the river to be opened, which he assured me was permanently so.

2. With reference to your inquiries of the Alake and Chiefs as to the best mode of establishing peace, I have the honour to state that they would hold out no hopes of any settlement at present; that their enemies, having destroyed the towns of Ido and Illugun, and, moreover, had entered into a league with the King of Dahomey to attack Abbeokuta itself, were the aggressors, and that their honour and safety demanded that they should prosecute the war, an opinion in which the merchants of Abbeokuta concur, but they will be glad to confer at all times with the Consul about the war.

3. At a meeting of the merchants of that place, at which I was requested by them to attend, they stated that the stoppage of the road for such a length of time was owing principally to the town of Igbein in Abbeokuta, in which reside the principal part of the Native Trading Company, and who are opposed to the residence of European merchants in Abbeokuta. That though the road was originally closed to keep the people from deserting from the camp to take up their trading occupations, yet after a time when the rest of the towns, 144 in number, were willing that it should be opened to foreigners, on their paying a certain duty, they opposed themselves; and they only consented when the Alake threw the whole responsibility of the proceeding on themselves. In order to do away with any just plea for again shutting the road, which they admit with the exception of Igbein is not done out of enmity to them, they have obtained a promise from the Alake to authorize the King of Lagos to seize all native trading canoes coming from Abbeokuta; by these means they anticipate they will secure the river road from further interruption. These their, views they desired me to explain to you, trusting you will do what lies in your power to forward their interests.

4. With reference to you instructions as to obtaining information about the war. I have the honour to state that nothing has been heard of any further hostile engagements.

On good authority I was informed that the people of Ijabbu, who were until lately neutral, have sent presents to the people of Abbeokuta, and it is thought there is a possibility of the Ibaddans accepting peace were a messenger sent.

In conclusion, I have the honour to state that I left Abbeokuta yesterday and arrived here this day.

I have, &c.
(Signed) JOHN RICHARDS.
Acting Second Master.

No. 22.

Acting Consul Hand to Lord J. Russell.—(Received October 12.)

My Lord, *Lagos, August* 13, 1860.

I HAVE the honour to report to your Lordship that the merchants residing at Abbeokuta have formed an Association amongst themselves for the purpose of paying a duty to the authorities.

I beg to inclose a copy of a letter, also a copy of the Rules and Regulations received from the Secretary of the Association, which I hope will meet with your Lordship's approval.

I have, &c.
(Signed) HENRY HAND.

Inclosure 1 in No. 22.

The Secretary to the Abbeokutan Mercantile Association to Acting Consul Hand.

Sir, *Ake, Abbeokuta, August* 2, 1860.

HAVING been desired by the Abbeokutan Mercantile Association I take the liberty to acquaint you that, after a great deal of trouble, we have succeeded with the Alake and Chiefs to open the roads to Lagos, although greatly opposed by the Chiefs of Igbein, who used their best exertions to prevent us in our purpose.

Owing to ancient the river was given under their charge; and when the late Captain Forbes, Royal Navy, came here it was taken from them, because they had taken arms up against the British when they attacked Lagos in 1851, which was again restored to them. These Chiefs are friendly disposed to Kosoko and the King of Dahomey, and are constantly receiving presents from them.

You will perceive by the Rules and Regulations of this Association, a copy of which I beg to inclose for your information, that we have agreed to pay to the authorities fifty bags of cowries quarterly, which they accepted, and to meet this have undertaken to impose a duty of one per cent. on all produce exported from this place.

The Association will be obliged by your writing to the Alake and Chiefs, thanking them for the assistance rendered to open the roads when openly opposed by the Igbeins.

The Association beg to inform you that they have had an interview with the officer, Mr. John Richards, Royal Navy, you sent to open the roads, and have received your message requesting them to state the best method to be adopted to stay the present war. They would suggest that a messenger be sent to the Rev. Mr. Hinderer, to hear his opinion about the state of the war and views in bringing it to a termination, and to acquaint the Chiefs through that gentleman, that if they should insist upon carrying on the war any further the British Government will render every assistance to Abbeokuta, and try to enforce their desisting from a war which is fruitful to the utmost to the common interest of the Yoruba country.

The Association beg to tender you their best thanks for the active measures taken by you in soliciting the Alake and Chiefs to open the roads, not being aware of the success they had already met with before the arrival of your representative, Mr. John Richards, Royal Navy. They nevertheless thank you, as this shows to the Alake and Chiefs that they are not without protection.

I have, &c.
(Signed) J. C. DEWRING.

Inclosure 2 in No. 22.

Rules of the Abbeokutan Mercantile Association.

Ake, Abbeokuta, July 16, 1860.

AT a meeting of the merchants of Abbeokuta held at the residence of Mr. H. Robbin, the following gentlemen were present: H. Robbin, S. Crowther, junior, J. G. Hughes, J. Crowther, C. W. Faulkner, J. Ribeiro, J. C. Dewring, C. M. Young, and N. G. Munday.

Moved and seconded that H. Robbin be the President, and J. C. Dewring be the Secretary of this meeting.

The desirableness of forming an association for the arrangement of the commercial affairs of the Oyibos residing in Abbeokuta for commercial purposes having been long felt, for the purpose of arranging for the payment of a regular tax to the Chief and its equal adjustment among the commercial community; for using means to keep open the roads to Lagos by water and land, and for preventing as far as possible any interference with the traffic carried on by Oyibos between this and Lagos: for obtaining help from the Chiefs in the collection of just debts, and for the detection and lawful punishment of robberies committed by canoemen or others; for the general settlement of all disputes that may arise between the Chiefs and the commercial body; and for making efforts to advance the general welfare and extension of legitimate trade in this country by just means.

It was therefore resolved that an Association be formed for the objects above stated, and designated the Commercial Association of Abbeokuta, and that all Oyibos engaged in trade, whether as principals or agents, be members of this Association whilst residing in Abbeokuta.

It was resolved that the Association have the following officers: President, Secretary, and Treasurer, together with a sub-committee of four members.

It was resolved that Mr. H. Robbin be the President, Mr. J. C. Dewring, Secretary, and Mr. S. Crowther, junior, Treasurer of the Association for the ensuing year.

It was resolved that an annual general meeting of the Association be held to receive a report from the sub-committee, audit accounts, and to elect a President, Secretary, and Treasurer, and sub-committee for the ensuing year.

It was resolved that Messrs. Ribeiro, Hughes, Macaulay, and J. Crowther be the members of the sub-committee, and the three officers be ex-officio members of the same.

It was resolved that a general duty, if needed, be called by requisition, signed by three members, addressed to the sub-committee through the Secretary, stating the object of such meeting, which meeting must be called by the sub-committee not earlier than seven or later than fourteen days after its receipt. That public notice of not less than seven days be given by the sub-committee of the time, place, and object of such general meeting of the Association, to be issued by the committee immediately after its meeting.

It was resolved that a duty of one per cent. be levied on oils, shea butter, ivory, and cotton exported, and that a weekly return be sent to the Secretary every Monday afternoon.

The need of presenting a high moral standard to the natives having been considered, and the advantages that mankind have received from the observance of the Sabbath having been acknowledged, it was also resolved that this Association pledges itself to observe it by abstaining from all trade and ordinary trade labour, and to use their influence to induce others to do so likewise.

No. 23.

Acting Consul Hand to Lord J. Russell.—(Received October 12.)

My Lord, *Lagos, September* 10, 1860.

SINCE last mail the war in the interior has not assumed any new feature. From reports the Ibaddans are doing their utmost to keep the country unsettled until the dry season, when they are in hopes of the Dahomians assisting them.

I beg to notify, that I despatched a special messenger to Ibaddan with a letter to the Rev. Mr. Hinderer, of the Church Missionary Society, to see in what way the war could be brought to a close, and ascertain the feelings of the Chiefs towards making peace.

I have much pleasure to report to your Lordship, that Commander Raby, of Her Majesty's Government vessel "Alecto," captured in the Cameroon river the slave vessel "*Constancia.*"

It has been reported to me from Whydah that a large screw-steamer left that place some time last month with 1,300 slaves.

I would suggest to your Lordship, moving the Lords Commissioners of the Admiralty to place a stronger force of naval vessels to protect the Bight of Benin, as there are now only two vessels of war, "Alecto" and "Triton," which I know, from my three years experience, are not sufficient to guard such a long line of coast.

I have, &c.
(Signed) HENRY HAND.

No. 24.

Acting Consul Hand to Lord J. Russell.—(*Received November* 12.)

(Extract.) *Lagos, October* 9, 1860.

I HAVE the honour to report to your Lordship that the American barque "*Buck Eye*" left Whydah some time last month with 450 slaves. To avoid suspicion, she has been continually receiving small quantities of palm oil, and trans-shipping when opportunities offered.

I hope your Lordship will address the American Government to the effect of their placing a few vessels of war in this Bight, as I see that is the only way that this nefarious and most inhuman Traffic may be stopped.

No. 25.

Acting Consul Hand to Lord J. Russell.—(*Received November* 12.)

My Lord, *Lagos, October* 9, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 18th of June last, instructing me to make a report of the trade of Lagos from 1st January to 30th September, 1860. I have much pleasure to inclose herewith a Return of the exports of this place for that period, with a statement showing the increase and decrease from the 1st January to 30th September, 1859.

An increase in palm and nut oil of 937 tons, as compared with 1859. This, as far as I can ascertain, is owing to large shipments made during the first quarter of 1860, and I may also add the taking off of the restriction of these productions passing through the territory of the King of Jebu Ode has greatly increased the trade.

The decrease in Shea butter, when compared with the preceding nine months of last year, has been caused by the war in the interior, between the Ijaye and Ibadans, through whose territories these products pass from Illorin, Rabba, or other interior towns.

I have been informed that the greater quantity of cotton has been gathered from the farms of the Egbas, and towns dependent on Abbeokuta, and also that several large plantations of cotton have been allowed to waste, as no one would venture out to reap the crops, fearful of being kidnapped by the different war parties.

I am fearful my Lord, if the present war in the interior be not soon brought to a termination, the coming season will show but a poor return with the past nine months, as the Dahomians are making every warlike preparation to attack Abbeokuta this coming dry season.

I have, &c.
(Signed) HENRY HAND.

Inclosure in No. 25.

Return of Exports from Lagos during the period from the 1st of January to the 30th of September, 1860; also showing the Increase or Decrease with the corresponding nine Months of 1859.

	Palm and Nut Oil.		Shea Butter.		Ivory.		Cotton.	
	casks.	tons.	casks.	lbs.	tusks.	lbs.	bales.	lbs.
January 1 to September 30, 1860 .	8,960	3,413¾	55	39,601½	539	15,115½	1,986	215,172
January 1 to September 30, 1859 .	5,842	2,476¾	213	151,589	1,105	26,905½	1,308	145,712
Increase . .	3,118	937	...	...	...	...	678	69,460
Decrease : .	...	...	158	111,987½	566	11,790	...	

Remarks.—The increase of palm and nut oil is owing to the taking off the restriction of its passing through the dominions of the King of Jebu Ode. The increase in cotton is owing to a portion of last year's production not being shipped, there being a scarcity of vessels. The decrease of Shea butter and ivory is caused by the war between the Ijayes and Ibadans, as those articles come from Illorin, Rabba, and other interior towns.

(Signed) HENRY HAND, *Acting Consul.*

Lagos, October 9, 1860.

AFRICA. (*Consular*) —*Bight of Biafra.*

No. 26.

Acting Consul Laughland to Lord J. Russell.—(Received October 12.)

My Lord, *Fernando Po, August* 31, 1860.

I HAVE the honour to report to your Lordship that when on a private visit to the Cameroons in the mail-steamer "Retriever" on the 4th instant, I observed a rather suspicious-looking vessel at anchor in that river, and on making inquiry found her to be the "*Constancia.*"

Finding her laying off King Bell's Town, I went on shore and saw him, and ascertained he had entered into a contract with the supercargo to supply 400 slaves, and had succeeded in getting the cargo landed; not with the intention of ever supplying the slaves, but simply to deceive the supercargo for the purpose of getting the cargo into his possession.

I at once wrote to the Senior Officer of the Bights Division giving him all the information, and immediately on Commander Raby receiving my communication he sailed for the Cameroons (calling here for coals and a pilot), and I am glad to inform your Lordship that he succeeded in capturing the ship and cargo, and has sent her to Sierra Leone for condemnation.

I have, &c.
(Signed) JNO. LAUGHLAND.

No. 27.

Lord J. Russell to Acting Consul Laughland.

Sir, *Foreign Office, October* 20, 1860.

I HAVE received your despatch of the 31st of August last, and I have to convey to you my approval of the promptitude shown by you in informing the senior naval officer of the Bights Division of the presence in the Cameroon river of the suspected slave-vessel "*Constancia.*"

I am, &c.
(Signed) J. RUSSELL.

BRAZIL.

No. 28.

Mr. Christie to Lord J. Russell.—(*Received April* 3.)

My Lord, *Rio de Janeiro, February* 20, 1860.

WITH reference to your Lordship's despatch of the 8th December last,* addressed to Mr. Stuart, I have written a note to Senhor Sinimbri, of which I inclose a copy, expressing the satisfaction of Her Majesty's Government with the proceedings of the Government of Brazil, in connection with the landing of a launch with some negroes in October last, at Itaipú.

Senhor Sinimbri has replied to me in a note, which will, I think, give pleasure to your Lordship. I inclose copy and translation of it. Senhor Sinimbri states, that he was anxious to show that the Brazilian Government have not cooled in their desire to put an end to what he designates the "abominable crime" of Slave Trade.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 28.

Mr. Christie to Senhor Sinimbri.

M. le Ministre, *Petropolei, February* 8, 1860.

MR. STUART reported to Lord John Russell the proceedings of the Brazilian Government in the case of the launch, suspected of being concerned in slave landing, which arrived at Itaipú in October last, and I am instructed by Her Majesty's Government, particularly, to thank your Excellency for your courtesy in communicating to Mr. Stuart the confidential correspondence of the Brazilian authorities in this case, and to express their satisfaction with the energy displayed by the Brazilian Government in this matter, and with the evidence thus given of a determination to put down the Slave Trade.

I avail, &c.
(Signed) W. D. CHRISTIE.

Inclosure 2 in No. 28.

Senhor Sinimbri to Mr. Christie.

Rio de Janeiro, February 14, 1860.

I HAVE the honour to acknowledge receipt of the note which Mr. W. D. Christie, &c., &c., addressed to me on the 8th instant, by instruction from his Government, to thank the Imperial Government for its kindness in making known to Mr. Stuart all the correspondence of the Brazilian authorities arising out of a suspicion of the landing of Africans caused by the arrival of a launch in October last at Itaipú, in the province of Rio de Janeiro.

I profit by the opportunity given me by Mr. Christie's note, both to state that, in placing the said correspondence before Mr. Stuart, I had in view but once more to prove to Her Majesty's Government that the Government of the Emperor has not cooled in its zeal and anxiety to extinguish for ever the abominable crime of Slave Trade, and also to assure Mr. Christie, that I am much pleased that the Government of Her Majesty the Queen duly appreciates the loyalty and labour with which the Imperial Government proceeds in this matter.

---

* Class B, presented 1860, No. 38.

I repeat, &c.,
(Signed) J. L. V. CANSANCAO DE SINIMBRI.

No. 29.

Mr. Christie to Lord J. Russell.—(*Received May* 4.)

My Lord, *Rio de Janeiro, April* 7, 1860.

WITH reference to your Lordship's despatch of the 11th of February,* received by me on the 3rd instant, I hastened to communicate a copy to Senhor de Sinimbri, according to your Lordship's instruction, and I have to-day received from him verbally the answer of the Brazilian Government to your Lordship's proposal, that their Minister should attend a Conference in London to consider what measures can be taken to check the increase of the Slave Trade, and finally provide for its total abolition. Senhor Sinimbri states, that the Brazilian Government would be greatly pleased to take part in such a Conference, and, if it were a question of aid given by the Brazilian Government to the Slave Trade would, without hesitation, accept the invitation. But they feel a reluctance to commit themselves to a course which might prejudice their good relations with the Governments of the United States and Spain. M. Moreira, therefore, will be instructed to endeavour to ascertain from the Spanish and United States Ministers in London, whether they are instructed to attend, and whether either the Spanish or United States Government would be likely to view the participation of the Brazilian Minister in the proposed Conference as an offence. If M. Moreira finds that neither Government is likely to resent his attendance, he will be instructed to attend. In the event of his finding a difficulty with either Government, he is instructed to communicate with your Lordship, and it will give pleasure to the Brazilian Government if the difficulty can be removed.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 30.

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, May* 8, 1860.

WITH reference to your despatch of the 7th ultimo, I have to instruct you to express to Senhor Sinimbri the thanks of Her Majesty's Government, for the good inclination evinced by his Excellency to accept, on the part of the Brazilian Government, the invitation of her Majesty's Government, that the Brazilian Minister in London should take part in a Conference which it is proposed should be assembled to consider the measures that may be advisable for putting a stop to the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 31.

Mr. Christie to Lord J. Russell.—(*Received July* 4.)

(Extract.) *Rio de Janeiro, May* 17, 1860.

I HAVE received a list for the preparation of which orders were given by Mr. Jerningham, when he was in charge of this Legation in 1856, of blacks emancipated by the Mixed Slave Trade Commission of Rio de Janeiro, who are in the service of different individuals to whom they have been assigned by the Brazilian Government. This list comprises 1,301 blacks, and in each case are given the home and residence of the individual to whom the black has been assigned, the monthly wages, and the number of years he has served. The monthly wages are generally from 10 to 18 milreis a month (20*s.* 10*d.* to 1*l.* 17*s.* 6*d.*), low wages for this country. Many are hired out at as low a rate as 4 to 6 milreis (8*s.* 4*d.* to 12*s* 6*d.*) a-month, and in some few cases from 40 to 50 milreis a-month (4*l.* 3*s.* 4*d.* to 5*l.* 4*s.* 2*d.*) are given. Most of these blacks have been in their respective services from 18 to 26 years; very few indeed have served less than 14 years. The persons whom the negroes serve are responsible to the Government for these wages; and I am informed that, if the Government receive the wages, the negroes seldom, if ever, get anything, and that the sums go into the National Treasury. The blacks, I am informed, generally receive nothing but food and clothing.

---

* Class B, presented 1860, No. 39.

It has taken a long time to prepare this list, and it has been made with much trouble and care, but of course there may be some errors in it, and I do not make myself answerable for the correctness of the information which has been given me as to the negroes generally receiving no money, the wages not being always paid to the Government, and, when paid, generally going into the National Treasury.

I am also informed that, besides the large number in this list of emancipated blacks in the service of private individuals, there are about 2,000 of the same class employed in the service of the Government in the two Provinces of Rio de Janeiro and St. Paul's, and probably nearly 2,000 more serving in the other provinces.

I need not inform your Lordship that there has been much previous correspondence with the Brazilian Government on the subject of these blacks, emancipated by the Slave Trade Mixed Commission of Rio de Janeiro, whose freedom was guaranteed by the Brazilian Government, and who are not free.

In 1850 Lord Palmerston directed Mr. Hudson to propose the appointment of British and Brazilian Commissioners to examine the emancipated negroes, and give them real freedom. (Slave Trade Correspondence, Class B, presented in 1850, p. 104; and presented in 1851, p. 127).

M. Paulino thereupon stated to Mr. Hudson that there would be no difficulty in giving complete liberty to such of the emancipated negroes as had served their time as apprentices, and he proposed to hand over to Her Majesty's Legation those who desired to proceed to a British Settlement, and to send those who wished to return to Africa to Liberia, if Her Majesty's Government approved, at the expense of the Imperial Government. (Mr. Hudson to Lord Palmerston, October 10, 1850, p. 309 of Slave Trade Papers, Class B, presented in 1851.)

Lord Palmerston signified the consent of Her Majesty's Government to this proposal (p. 314), and proposed later (March 29, 1851, p. 443), that this arrangement should be recorded in a Protocol. The Brazilian Government ultimately refused to sign such a Protocol. (Mr. Hudson to Lord Palmerston, December 13, 1851.) They had taken some preliminary steps with a view to sending emancipated negroes to Liberia; but this fell to the ground.

Lord Palmerston had proposed in an instruction to Mr. Hudson, November 8, 1850, a Convention for a Mixed Commission for the emancipation of negroes entitled to their freedom. This proposal was not accepted by the Brazilian Government.

Mr. Southern sent home, July 14, 1852, a list of the emancipated blacks, which is printed at page 137 of the Correspondence, Class B, presented in 1853.

A Decree was made by the Brazilian Government, December 28, 1853, providing that the emancipated Africans who had served private individuals for fourteen years should receive their freedom on their petitioning for it. This Decree did not include the blacks in the employment of the Government. Mr. Howard, then Minister at Rio, remonstrated against the deficiencies of this Decree; and this remonstrance was approved by Lord Clarendon (Slave Trade Papers, Class B, presented in 1854, pp. 222, 225. See also Mr. Howard to the Earl of Clarendon, May 28, 1855, page 138 of Papers, Class B, presented in 1856.)

The note of Senhor Limpo de Abreo to Mr. Howard of February 3, 1854 (page 229 of Correspondence, Class B, presented in 1854), is deserving of particular attention. Senhor de Abreo states that the wages paid to the Government are designed to aid in meeting the expenses of the re-exportation of the blacks.

In 1856 Mr. Jerningham, by direction of the Earl of Clarendon, called the particular attention of the Brazilian Government to this subject (Correspondence, Class B, presented in 1857, pages 117, 140); and Mr. Scarlett wrote to Lord Clarendon, October 13, 1856, that Senhor Paranhos had promised to write him a note on the subject, and had stated that he did not think it desirable or safe to free all these blacks at once, but that it was the determination of the Brazilian Government to abolish slavery, and they would be gradually placed in possession of liberty. The note promised by Senhor Paranhos does not appear to have been written.

I have thought it might be convenient to your Lordship to receive this summary of previous correspondence, which I have lately read in endeavouring to make myself acquainted with this subject. There are probably members of Her Majesty's Government, and certainly persons in your Lordship's office, who will be familiar with the antecedents of this question, and may be able to supply omissions in the above résumé.

Up to the year 1856 many applications appear to have been made to Her Majesty's Legation by emancipated blacks for its aid to obtain their perfect freedom; but latterly such applications seem to have been made very rarely; and I have not received a single application of this sort during nearly six months that I have been here.

No. 32.

Mr. Christie to Lord J. Russell.—(Received July 4.)

My Lord, *Rio de Janeiro, June 2, 1860.*

IN your despatch of the 28th of October last, giving me general instructions on my appointment to be Her Majesty's Minister in Brazil, your Lordship instructed me to send a full report on the state of slavery in this country, and explain whether the number of slaves was increasing or diminishing, and whether in defiance of the existing laws, any attempts have lately been made, or are likely to be made, to revive the foreign Slave Trade; and your Lordship also instructed me to report on the progress of experiments lately made in Brazil for finding a substitute for slave labour, and on any steps being taken either by the Government, or by private parties, to meet the requirements of labour by immigration.

I have endeavoured to obtain full and accurate information on these subjects, and immediately after my arrival here, I addressed a circular despatch to Her Majesty's Consuls in Brazil requesting them to supply me with information.

I have now received answers from all Her Majesty's Consuls, except the Consul at Pará, whose distance from Rio de Janerio sufficiently explains the delay in his case. I propose in this despatch to confine myself to the question of cessation of Slave Trade, and the report yet to come from Pará is not likely to contradict or affect in any degree the conclusions from the other testimonies.

Mr. Vereker, Consul for the province of Rio Grande do Sul, writes, that "that there does not appear to exist any present intention of renewing the Slave Trade in this district," that the proportion of slaves to free labourers is steadily diminishing at an annually increasing rate, that "the practical abolition of slavery in this district, should circumstances continue as at present, becomes merely a question of time, and with an augmenting abhorrence of slavery among the more intelligent inhabitants, it is to be presumed that slavery will not last for any very long time in the province."

Mr. Callander, Consul for the provice of St. Catherine's, says: "Since my arrival here in 1852, as far as I have been able to ascertain, no attempts have been made to land negroes from Africa in any part of this province, and no vessel has been fitted out for Slave Trade purposes. I believe I am justified in saying, that the foreign Slave Trade may be considered as having entirely ceased in this province, and it is to be presumed that no attempts are likely to be made to revive it, so long as the measures at present in force for its suppression are not relaxed."

Mr. Westwood, the Consul at Rio de Janeiro, says: "I am convinced that no slaves have for years past been introduced into this province direct from Africa, and I am of opinion that there is no present probability of the foreign Slave Trade being revived in this district."

Mr. Morgan, Consul for the province of Bahia, writes, "I feel great satisfaction in saying that the Slave Trade from the coast of Africa to this province now belongs to the history of the past, as its extinction has been complete; and it is a pleasing duty to be able to bear witness to the zeal and energy of the provincial authorities in the suppression of the Traffic ever since I have had the honour to hold Her Majesty's Commission at Bahia, (since 1852). The suppression is so complete, that for more than two years not one single rumour has come to my knowledge, with the exception, perhaps, of certain reports, which from time to time have been manufactured at Rio de Janeiro, and when acted upon immediately by the authorities of the province have all turned out to be false."

Mr. Cowper, the Consul at Pernambuco, whose district includes, besides the province of Pernambuco, Alagoas, Parahiba, Rio Grande do Norte and Ceará, writes, "African Slave Trade has ceased for many years within the district of my Consulate; and he proceeds to say, that since the authorities of the country took the matter earnestly into their own hands, no attempt has been made to introduce slaves but once, viz. at Serinhaem in 1855.

Mr. Wilson, Acting-Consul at Maranham, has written to me, "I do not believe any attempts have been made within the district of this Consulate for a long time past to revive the foreign Slave Trade, nor do I think it probable that in defiance of the existing laws any such attempts will be made."

Such are the satisfactory testimonies received from six of our seven Consular districts, embracing the whole coast of this Empire, and I have no doubt that the information which is to come from the Consul at Pará, will be similar.

During the six months which have passed since I arrived in Brazil, I have not heard of one single case even of suspected intention of importing slaves, and during the whole of this time, with the exception of a visit of ten days by the Admiral in Her Majesty's ship "Buzzard" to Rio, for a special purpose distinct from Slave Trade, the Admiral, with all the vessels of his squadron fit for active service has been away from Brazil, the "Madagascar," our store and hospital ship, which is not in a condition to go to sea, remaining alone in the port of Rio. Senhor Sinimbri lately remarked to me emphatically, that the Slave Trade has so completely ceased in Brazil, that there are not only no cases, but even no suspicions, and I think the remark correct.

I have been unwilling to delay longer giving your Lordship the information which this despatch contains. I am awaiting further information on the other subjects connected with slavery on which your Lordship instructed me to report.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 33.

Mr. Christie to Lord J. Russell.—(Received August 6.)

My Lord, *Rio de Janeiro, June* 24, 1860.

I HAVE the honour to inclose a translation of a portion of the report of the Minister for Foreign Affairs, headed "Relations between Brazil and Great Britain, Slave Trade," mentioning the measures taken by the Government on two occasions during the last twelvemonths, when there were some suspicions of attempts to import slaves. Mr. Stuart reported these measures to your Lordship, acknowledging the zeal of the Brazilian Government.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 33.

Extract from the Report of Senhor Sinimbri, dated the 15*th of May,* 1860.

(Translation.)

Relations between Brazil and Great Britain, Slave Trade.—DURING the course of last year some reports were circulated, and the Imperial Government received information of projected disembarkations of slaves on divers points of the coast of the empire, of the appearance of a slave-vessel near the island of Itamaracá, to the north of Pernambuco, and of the capture of two others, said to be Brazilians, near the port of Bahia.

Although those reports and information might, in all probability, have been groundless, they were not withal disregarded by the Imperial Government and its delegates, who, without loss of time, ordered the necessary investigations to be set on foot, and sent divers steamers to scour the coast, not only at those parts which were pointed out for effecting the disembarkations, but likewise at others, there being a possibility of their attention having been called to one place in order that the slave-traders might with safety and in opposite places carry out their criminal intentions.

From the minute investigations by the authorities on the coasts, and by the cruizers, it was proved that those reports and information were both groundless.

On the 13th of October, 1859, late at night, a large launch manned by two white men and three Africans under eighteen years of age, all of them speaking the Portuguese language, arrived at the beach of Itacotiara, in the parish of Itaipu, three and a-half leagu to the north of Niatheroy.

The Chief of Police of the province of Rio de Janeiro, as soon as that fact came to his knowledge, proceeded to that place, and there apprehended the said Africans and their conductors, Manoel Caetano dos Passos, a Portuguese and owner of the launch, and Manricio Thomas de Bittencourt, who figured as a sailor.

These individuals, on being interrogated, stated that on their voyage from Loanda to Benguella the launch was carried out to sea by a storm, and that they were forced to seek that beach after a voyage of thirty-three days.

Those men, who might be supposed to be worn out by fatigue and hunger, presented themselves in a florid and placid state, with clean clothes on, and the launch was broken up and disappeared almost as soon as they had landed.

The suspicion of a disembarkation of Africans having thus been excited, the Imperial Government immediately took the most energetic measures by the means of the President of the province of Rio de Janeiro, in order to discover the truth.

As the fact of the arrival of the Portuguese brig "Julia" at the same time from Africa with a cargo of wax and other articles of legal trade might have some connection with the disembarkation in Itacotiara, the Imperial Government also ordered the Chief of Police of this city to proceed with the most severe and minute investigations of this affair.

Consequently searches were made in the counting-house of the consignee of the brig "Julia," and on board that vessel; and, as the three negroes deposed in Nietheroy that they had come over in that brig, the respective captain and crew were detained until the truth of those depositions was ascertained.

The summary of the crime having been instituted against Manoel Caetano dos Passos and Manricio Thomas de Bittencourt, as importers of the Africans seized on the beach of Itacotiara, a true bill was found against them by the Chief of Police of Rio de Janeiro.

The constant vigilance kept by the Imperial Government, and the laudable zeal with which its instructions are complied with by the authorities charged with the repression of the Slave Trade, are guarantees that if any attempt should be made to introduce slaves into the empire it will be completely frustrated.

No. 34.

Mr. Christie to Lord J. Russell.—(Received August 20.)

My Lord, *Rio de Janeiro, July* 24, 1860.

I LATELY received information which was to be relied on, that the Imperial Government, having determined to break up a Government iron foundry at Ypanema, in the province of St. Paul's, had given orders for the removal of all the blacks employed in it to the distant province of Mattogrosso, on the Upper Paraguay River; that among these blacks was a considerable number, my informant stated 200, of blacks emancipated by the Mixed Slave Trade Commission of Rio de Janeiro and their children, and that these blacks had manifested the greatest repugnance to the removal to Mattogrosso, and that there had been a disposition among them to resist. I was further informed, that some had already been sent from Ypanema to the Port of Santos, where they were to be shipped for Mattogrosso.

I immediately called on Senhor Sinimbri, who said that he would make inquiries of the Minister of War, who superintended the Ypanema establishment, and let me know the next day what he learned from his colleague. I stated that as there could be no doubt of the main fact, that a number of blacks emancipated by the Rio de Janeiro Mixed Commission were to be moved from Ypanema to Mattogrosso, I hoped his Excellency would be able to assure me the next day that a full inquiry would be made into the cases of all the blacks whose removal was contemplated, and that instructions would be sent by a weekly steamer, which was to leave the next morning for Santos, to prohibit the removal of any of these blacks until inquiry had been made as to which of them were entitled to freedom.

I am happy to say, that the next day Senhor Sinimbri gave me satisfactory assurances. The Minister of War, he said, would order a full inquiry, and he had himself written to the President of St. Paul's by that morning's steamer not to allow any of the blacks to leave Santos until he had further orders from the Imperial Government.

Senhor Sinimbri added, that no black who was found to be entitled to freedom would be removed unless with his free consent, and referring, I presume, to the Imperial decree of December 28, 1853, mentioned that all who had served for fourteen years were considered entitled to freedom. That decree, however, did not include in its provisions the blacks employed by the Government, and with that decree Her Majesty's Government was not satisfied. I told Senhor Sinimbri that Her Majesty's Government knew nothing of this condition of fourteen years service, and considered the Brazilian Government bound to treat as free men all who had received certificates of emancipation from the Mixed Commission of Rio de Janeiro. The words of Article 7 of the Regulations appended to the Convention with Portugal of 1815 are, "As to the slaves, they shall receive from the Mixed Commission a certificate of emancipation, and shall be delivered over to the Government on whose territory the Commission which shall have so judged them shall be established, to be employed as servants or free labourers. Each of the two Governments binds itself to guarantee the liberty of such portion of these individuals as shall be respectively consigned to it."

I have, &c.
(Signed) W. D. CHRISTIE.

No. 35.

Mr. Christie to Lord J. Russell.—(Received September 3.)

My Lord, *Rio de Janeiro, July* 26, 1860.

IN the annual report for this year of the Minister of Justice there is a very short passage concerning the Slave Trade, and short because, happily, there is now next to nothing to relate on this subject.

The Minister briefly refers to the incident of the landing of a launch with three negroes at Itaipú, in October last, and to the measures taken in consequence by the Government to ascertain whether this launch was connected with an attempt to import slaves.

The Minister says that, "it was established beyond doubt that besides the three Africans no more were imported. Beyond that, no judgment can yet be formed, and the Government awaits the result of inquiries ordered to be made on the Coast of Africa."

This is the single incident to be mentioned for the last year; and the Minister adds: "The Slave Trade is extinct, and if a voice is raised here and there, advising the restoration of what is past, it finds no acceptance in public opinion, which has well judged and condemned the cause, according to the precepts of humanity, justice, and religion. The Government, however, continues to be vigilant, and will employ all the means which it can command to prevent any attempt, and will inflict severe punishment on all who may venture on undertakings of Slave Trade."

This is now the uniform language of the Government. It is to be presumed that it accords with the general feeling of the public. It is the uniform language of the leading journals. I believe that there is no possibility of a revival of Slave Trade with Brazil.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 36.

Mr. Christie to Lord J. Russell.—(Received September 3.)

My Lord, *Rio de Janeiro, August* 5, 1860.

WITH reference to my despatch of the 2nd of June, in which I informed your Lordship of the complete cessation of Slave Trade in Brazil, I now proceed to give such information as I have been able to procure on some other points to which you directed my attention in your general instructions of the 28th of October last, viz., "the state of slavery in Brazil, whether the number of slaves increases or diminishes; the experiments in progress in Brazil for finding a substitute for slave-labour, and steps taken, either by the Government or by private parties, to meet the requirements of labour in a tropical climate by immigration or otherwise; and what prospect there is of the humane policy of late years pursued by the Brazilian Government with reference to Slave Trade being carried still further into effect by the extinction of predial and domestic slavery as a recognized institution of the country."

I inclose a series of extracts of despatches which I have received from Her Majesty's Consuls in Brazil, in reply to a circular despatch requesting information, which I addressed to them shortly after my arrival in this country: and your Lordship will find in these inclosures much interesting information.

It is difficult to obtain accurate statistics of population in Brazil, but I am led to believe that the whole population of Brazil may be calculated at about seven and a half millions, of which the aborigines are under a million, and the slaves about three millions.

The best information which I can procure leads me to suppose that only about three per cent. of the present slave population were imported into Brazil before the 7th of November, 1831, when slave importation was first made illegal, and that about seven per cent. were born in Brazil before that date. Thus about 2,700,000 will have been imported into Brazil and born in Brazil since 1831.

It is calculated that nearly a million of slaves were imported into Brazil from 1831 to 1850, and 300,000 in the last five years of that period. Senhor Loares, in a series of valuable articles lately published in the "Jornal do Commercio," of which an abstract was forwarded in my despatch of July 11, states that the average number of slaves imported during the twelve years from 1840 to 1851 was 33,482, making a total of 401,784 for the twelve years; and this statement tallies very well with the numbers which I have obtained from others.

There is no doubt that a considerable mortality took place among the slaves from cholera and other epidemics since 1850, and that there has been thus of late years a sensible diminution of the slaves fit for labour. The cholera is said to have carried off 16,000 African slaves in Brazil.

But it is probable that the whole number of slaves has not been diminished, and that the number is now on the increase, and will continue increasing. Since the abolition of the Slave Trade, slave-owners have looked to multiplying by births, and in a few years the births from slaves since 1850 will begin to influence the supply of slave-labour For some years the influence on the supply from that cause must be slight; but ultimately there will probably be a steady increase in the supply of slave-labour. A black child begins at the age of ten to assist in the coffee plantations, but he cannot be reckoned an efficient labourer before fifteen.

I cannot do better than make an extract from a communication with which I have been favoured by a well-informed Brazilian gentleman.

"The mortality of slaves of upwards of fifteen years old may be reckoned at three per cent., but I believe that it will amount to ten per cent. for all ages, from the cradle upwards. So great a mortality, which at first sight would seem to show a great reduction in the number of slaves, will no longer bear the same construction, when we consider the number of births and the improved condition of negroes from the beginning of pregnancy until they have weaned their children.

"There is now no rural establishment worked by slaves in which there are fewer than thirty per cent. of females in the whole number. There are many with equal numbers of each sex. In many plantations which I know there are at least thirty females to seventy male blacks.

"The planters now generally encourage marriage of their negresses; and even if they bear children without being wives they take good care of them, and they do not place impediments in the way of the women becoming again mothers.

"The production of slaves now enters into the calculations of the planters. Thus, on a plantation with a hundred slaves, the thirty females, allowing for those who may be barren, will furnish annually fifteen children at least. Thus, though the annual mortality be ten per cent., there will be an annual increase of population.

"But, it will be said, if the slave population has increased, how is it that a diminution is complained of? To reply to this objection, it must be borne in mind that previous to the abolition of the traffic in 1850, the owners of slaves did not promote marriages, and that they discountenanced births, viewing the pregnancy of the negresses as a loss of their services. The mortality among the infants, and the number of abortions were then frightfully great.

"Then, again, the present scarcity does not arise so much from a diminution in the number of slaves as from a diminution in the number of those fit for work. Therefore, we say that slave-labour, not the number of slaves, has been diminished thirty per cent., because all those born since 1850, and now in existence, are not yet serviceable.

"The deficiency in slave-labour caused by the abolition of the traffic is now sensibly felt, and will probably be felt for the next ten years; but, after the lapse of twenty years, if the present laws continue to exist, and the owners of slaves continue to encourage procreation and education of slaves, I think that Brazil will not feel a want of slave labour."

The average term of life of a slave in Brazil is computed at thirty-five years. Before the abolition of the Slave Trade the average of available service of a slave used to be reckoned fifteen years, but owing to the improved case of the slaves it is now reckoned at twenty years.

The diminution in the number of slaves by emancipation, purchased or given, seems to be very trifling. The great increase in price of slaves since 1850 has necessarily made it more difficult to purchase freedom, and has diminished enfranchisements by testamentary disposition.

I have had occasion, in my despatch of the 4th instant, of the general series on the production of coffee, sugar, and cotton, to speak of the late extensive deportation of slaves from the northern provinces to Rio de Janeiro. The Brazilian gentleman, from whom I have already largely quoted, writes me:—

"The irregularity of seasons which has now for more than four years afflicted the northern provinces, by depriving them of the usual productions, the financial crisis lately felt throughout the country, and lastly, the very high prices which slaves have attained in the province of Rio de Janeiro, and in part of the contiguous province of Miñas, have led slave-owners in the northern provinces to sell their slaves to pay debts, which they could not otherwise pay for want of produce. The progressive diminution of their produce increased their embarrassments. Besides, the agricultural products of the northern provinces not yielding a profit equal to that arising from the cultivation of coffee, the northern slave-owners, being able to realize considerably more by the sale of their slaves than by using them for cultivation in their own localities, have sold their slaves, even when not pressed by the demands of creditors.

"Many other circumstances have contributed to the sale of the slaves southward, as the division of inheritances. A large rural establishment, for instance, requiring 100 slaves, is broken up on the death of its proprietor, and is divided among his heirs. These used to sell their slaves on the spot; but now that the price of slaves has risen so much in the coffee districts, the transportation of them to Rio de Janeiro is a necessary consequence."

Mr. Consul Westwood gives a return appended to the inclosed extract from his despatch, by which it appears that during the eight years, 1852–59, 27,444 slaves entered the port of Rio de Janeiro from the northern provinces. This gives an average of 3,430 a-year; but Senhor Soares states, in the "Jornal do Commercio," that fifty per cent. should be added to the number; and he calculates the average annual importation of slaves from the north into Rio de Janeiro at 5,195.

Slaves also are exported from the southern provinces of Rio Grande do Sul and St. Catharine's to Rio de Janeiro.

Mr. Consul Vereker estimated the annual diminution of slaves in Rio Grande do Sul by flight and by exportation to Rio at about 500.

Mr. Consul Callander gives a return, showing an export of 1,091 slaves from the port of Desterro, in the province of St. Catharine's, during the eight years, 1852–59.

Rio de Janeiro, which is thus profiting by a regular importation of slaves from the northern and from the southern provinces, also benefits by an annual European, chiefly Portuguese, immigration. Mr. Consul Westwood gives a return showing the arrival of 74,343 Portuguese at Rio de Janeiro during the ten years 1850–59. With the inevitable increase of the supply of labour in Rio de Janeiro from immigration and from increase of the black population, with the return of more favourable seasons in the northern provinces, and with the changes in ownership, and of cultivation, which, in these provinces, will probably follow the present impoverishment of proprietors, it may, perhaps, be expected, that in a few years the relative values of slaves in the north and in Rio de Janeiro will be changed, and the tide of emigration southward be stopped, even if it do not turn the other way.

The European immigration to Brazil has begun since the abolition of the Slave Trade, and from 1850 to the present time, there has been an average annual immigration of Europeans of about 10,000, the principal portion being Portuguese. This immigration has gone on steadily increasing. In the year 1857, the total number of European immigrants was 14,650; in 1858, 18,999; and in 1859, 19,695. This total number of immigrants in 1859 was thus divided, Portuguese, 9,342; Germans, 3,165; other nations, 7,188. The labour of these immigrants is almost exclusively for the benefit of Rio de Janeiro, St. Paul's, St. Catherine's, and Rio Grande do Sul. There is no doubt that this immigration is susceptible of great increase, and increased attention of the Brazilian Government to this question, together with the experience which it has gained as to the difficulties and discouragements for colonists on their arrival in this country, will probably lead to a considerable development of German and Swiss colonization. There seems to be no doubt that the Portuguese, from the identity of race, language, and religion, and from the greater warmth of their European climate, are the best fitted for this country of the European colonists.

There does not appear at the present moment to be any thought of measures tending to the abolition of slavery. The extinction of the Slave Trade has been achieved in the face of strong opposing interests and prejudices; and every man in the country whose opinion is worth anything, will say that the revival of the Slave Trade is impossible. This is a great step. The immediate consequence has been a fear for the requisite supply of labour, and the Government has had to resist clamours of sufferers for the revival of the Slave Trade, which are even yet occasionally heard. It may be hoped, that in a short time, when immigration has still further increased and labour become more plentiful, and prosperity more equally diffused, the Legislature and Government may turn its thoughts to the question of abolition of slavery. There is no doubt, that during the last ten years, more might have been done by the Government for promotion of colonization from Europe, and what has been done might have been done better, But there are necessarily great practical difficulties in the way of the establishment in Brazil of foreigners coming from a great distance, ignorant of its language, customs, and agriculture, and new to its climate.

One great advantage already exists in this country. When freedom has been acquired colour is no impediment to equality of civil rights, a black or brown man may fill any office or rise to any station, and he is not the victim of social prejudices.

Inclosure 1 in No. 36.

Consul Vereker to Mr. Christie.

(Extract.) *Rio Grande do Sul, March* 16. 1860.

THE prices of slaves have but little varied in the past twelve months; for able-bodied males it may be from 1,000 to 1,800 milreis, according to age, ability; for females from 800 to 1,800 milreis.

The circumstances of this province, as compared with other provinces of Brazil, are somewhat exceptional as regards slavery, the climate and nature of the employments permitting with facility the substitution of free for slave labour.

The diminution in the number of slaves and increase of the number of free labourers, continues in an almost regular but augmenting ratio, so that the practical abolition of slavery in this district, should circumstances continue as at present, becomes merely a question of time.

Assuming the present free population to be 220,000 and the slave population 75,000, we find that the slaves who are sent to the northern provinces, or who escape, are about 500 yearly; those freed may amount to about 150 yearly, and for the moment, the number of deaths of slaves may be estimated to equal the births; thus there would be a positive decrease in the number of slaves to the amount of 650 annually. On the other hand, the colonists and others who arrive to settle in the province, partly through public, partly through private efforts, may be computed to number 3,000 yearly, and the increase in the settled free population 10,000; the numbers of the others who leave this district being about equal to those who arrive; on this assumption there would be a yearly and augmenting increase of 13,000 in the free population, and a diminution becoming each year greater, but now at the rate of 650 per annum in the slave population.

Under such conditions, and with an augmenting abhorrence of slavery among the more intelligent portion of the inhabitants, it is to be presumed that slavery will not last for any very lengthened time in this province.

Inclosure 2 in No. 36.

Consul Callander to Mr. Christie.

(Extract.) *St. Catherine's, January* 23, 1860.

I BELIEVE I am justified in saying, that the foreign Slave Trade may be considered as having entirely ceased in this province, and it is to be presumed that no attempts are likely to be made to revive it, so long as the measures at present in force for its suppression are not relaxed. Consequently on this cessation the number of slaves has considerably diminished, and at present there is a general want of slave labour. The following table will show the number of slaves who have been exported from this capital for the last eight years.

Years.	Number of Slaves exported.
1852	346
1853	153
1854	114
1855	103
1856	56
1857	124
1858	101
1859	74
Total	1,071

This return only contains the number of slaves who left this province with passports furnished by the Police Department of this city of Desterro (the capital of the province); many have also been sent from other parts of the province. It is, however, necessary to observe that many of the slaves return here with their masters, in whose company they had gone as servants. To supply the want of slave-labour, no adequate measures have yet been undertaken. Colonization proceeds at a very slow rate. The subjoined table shows the number of colonists who have arrived during the last four years.

Years.	Number of Colonists arrived.
1856	854
1857	534
1858	1,046
1859	376
Total	2,810

These colonists do not come to supply the want occasioned by the decrease of slaves; but for the various settlements.

The principal settlements are D. Francisca (Joinville), and Blumenau, they are private undertakings, but assisted by Government; and there are colonists located in various parts of the province. In 1858 the colony of D Francisca contained 2,250 inhabitants, there were 96 births and 86 deaths, it possesses 32 sugar mills (on a small scale) and the productions are sugar-cane, coffee, maize, manioc, rice, potatoes, legumes, &c. &c. There is a Protestant Church and clergyman, and also a Catholic Church and priest, paid by the general Government; 2 boys' schools and 1 for girls, paid by the provincial Government. The colony of Blumenau contained 679 inhabitants—there were 48 birth and 7 deaths—it possesses 18 sugar mills—the productions are the same as at D. Francisca. They have a protestant pastor paid by the general Government, and a schoolmaster paid from the Provincial Treasury. The settlement of Leopoldina possesses very few inhabitants; in 1857 and 1858, there only entered about twelve colonists—the cattle are much exposed to the attacks of wild animals. Many settlements are exposed to the incursions of the "Bugres" (Indians), and scarcely a year passes in which they do not succeed in killing people. This province does not stand in need of slave-labour on the score of climate, as experience proves. The country is in general thickly wooded, but beyond the principal Serra are extensive plains. The want of roads tends greatly to retard the development of agriculture.

In 1858, the population of the province, not including the aborigines, was estimated at 127,786, in the following proportion:—

	Male.	Female.	Total.
Brazilian	49,118	53,093	102,211
Foreigners	4,406	2,038	6,444
Slaves	10,789	8,342	19,131
Total	64,313	63,473	127,786

But I do not think much reliance can be placed on the population returns. I consider the slave population as almost stationary at present, the excess of births over deaths being balanced by exportation.

Inclosure 3 in No. 36.

Consul Westwood to Mr. Christie.

(Extract.) *Rio de Janeiro, March* 11, 1860.

FROM the information that I have been able to obtain, it appears that since the cessation of the African Slave Trade, the number of slaves in Brazil generally has rather diminished than otherwise, but in this province no actual decrease in the slave population has been noted; this, however, may be accounted for by the fact that considerable numbers of slaves have been annually introduced from the other provinces, as will be seen from the subjoined Return (No. 1).

The question of finding a substitute for slave-labour is one that has given much anxiety to different Governments, and although the subject has been continually before the Chambers of late years, no great progress has been made in the matter beyond encouraging private parties to introduce colonists into the country.

So far the immigration to Brazil may be said to consist nearly entirely of colonists or passengers from the Portuguese dominions, and I subjoin a Return (No. 2), giving the number of such arrivals at this port during the last ten years.

No. 1.—RETURN of the Number of Slaves introduced into the Port of Rio de Janeiro from the Northern Provinces during the under-mentioned years.

Years.	Number of Slaves.
1852	4,409
1853	2,909
1854	4,418
1855	3,532
1856	5,006
1857	4,211
1858	1,993
1859	966
Total	27,444

No. 2.—RETURN of the Number of Passengers that arrived at Rio de Janeiro from Portugal and its possessions during the undermentioned years.

Years.	Number of Passengers.
1850	4,298
1851	6,453
1852	4,731
1853	8,329
1854	7,215
1855	9,844
1856	10,397
1857	8,449
1858	7,124
1859	7,503
Total	74,343

Inclosure 4 in No. 36.

Consul Morgan to Mr. Christie.

(Extract.) *Bahia, January* 20, 1860.

IN respect to the increase or decrease of slaves, I am of opinion that they are decidedly on the decrease; to say nothing of the immense mortality which took place on the sugar estates in 1855–6 from the effects of cholera the dreadful drought experienced in the province for nearly two years, and for nearly a twelvemonth round the bay of this city, which destroyed last years sugar crop, and threatens to ruin the coming one of 1860–61. A great depreciation has taken place in the value of slaves. The needy master is open to the tempting offers made by the slave speculator from Rio de Janeiro, and the Bahia sugar planter, who seldom or ever cultivated provisions for his slaves, finds himself at present, from the high prices of every necessary of life, in actual distress, which necessarily throws him into the power of the purchaser of slaves from Rio de Janeiro, to which port a few thousand have been annually sent, and from whence the demand is increasing, seeing that there the seasons have of late been more propitious for the cultivation of the principal staple articles of export from Brazil.

At present, therefore, the financial, commercial and agricultural prospects of this province are most gloomy, and of such a nature as never before witnessed. Under these circumstances, when the total failure of the principal staple article of export—sugar—has reduced the wealthy planter to distress, which has again acted, and is still acting, powerfully to depress national and foreign trade, I fully expect to see a further transmigration of the slave-labour of this province to Rio de Janeiro, through the means of the slave speculators; while, on the other hand, no steps are taken to promote free immigration into the country. A great deal is talked and written upon the subject; but as yet no other importation has taken place except such as has been introduced by the British Railway Company.

An attempt was certainly made by the present Brazilian Minister for Foreign Affairs, when President of this province in 1857, to form a private company with a subscribed fund of 500,000 milreis, in order to obtain a like sum from the Central Government out of the sum voted by the Legislature for the purpose of colonization. But on calling a meeting at the palace of some of the principal planters and capitalists, those who would have been most benefited by the project held back, and only the sum of 2,000*l.* was subscribed, and the attempt necessarily fell to the ground.

Inclosure 5 in No. 36

Consul Cowper to Mr. Christie.

(Extract.) *April* 9, 1860.

COASTING Slave Trade from the north to the south of this empire greatly increased with the cessation of the foreign trade, and these two circumstances acting simultaneously upon the productive powers of the country, raised the price of labour, and with it that of all the necessaries of life; to counteract these pernicious effects which threatened ruin to the northern provinces, the obvious remedy was free immigration, but then the question arose where immigrants were to be obtained.

Of all the white races the Portuguese is the best adapted to Northern Brazil, in it are combined the requisite identity of religion, language, manners and customs added to an industry superior to that of the Brazilian people; but it is not to be supposed for one moment, that the parent state with only two millions of inhabitants could fulfil all the requirements of labour in this vast empire, even were it possible to remove the whole race in a body from one country to the other.

But I maintain that white men cannot work as agricultural labourers in the tropics and live, except in some very favoured and exceptional localities, where in fact a tropical climate does not exist.

The Brazilian Government has therefore no other course than the introduction of free Africans, or some other coloured race, and this is opposed by other nations who fear that whilst slavery actually exists in the empire, no system of free-coloured immigration could be devised which would not degenerate into Slave Trade.

This is a painful alternative, for it is impossible to deny, that the foreign argument against free immigration to a slave-holding country is based upon the very strongest probabilities; on the other hand, it is the only mode of supplying the northern provinces with labour, and thus saving them from destruction, and as unhappily the Imperial Government, even if it had the will, certainly has not the power to take the initiative step of abolishing slavery, it cannot and has not adopted any scheme of free immigration.

Inclosure 6 in No. 36.

Acting Consul Wilson to Mr. Christie.

(Extract.) *Maranham, January* 16, 1860.

SINCE February 1853, six different establishments have been set on foot, to encourage free labour by immigration; one at the expense of the Imperial Government, and the others private attempts under the pecuniary assistance and protection of Government, they were prosecuted with considerable energy up to the year 1856, but since that time they have fallen into decay, and have proved an almost total failure, only one of them now existing, and that one in a limited state of prosperity.

About 900 immigrants, chiefly from Portugal and the Azores, were brought out for these six establishments, but far the greatest part have either died or have become dispersed throughout the province with little of fixed or regular employment.

The number of slaves in this province is said to be decreasing both by deaths, without a corresponding increase in births, and by export for sale to the southern ports, principally to Rio de Janeiro..

Up to the beginning of May 1858, nearly 6,000 slaves had been sent out of this province in this manner, part of them for sale on account of their owners here, and a great part as the result of a regular coast Slave Trade.

Attempts are at present being made with some spirit to meet the pressing requirements of labour, by improvements in agriculture and by new methods of cultivating tropical produce, as well as by introducing machinery, where it can be substituted for hand labour, but all these experiments are yet in their infancy.

No. 37.

REFORM CLUB PALL MALL

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, September* 8, 1860.

I HAVE received your despatch of the 24th July last, reporting the steps taken by you on learning that an intention existed on the part of the Brazilian Government to transport to Mattogrosso, a distant province on the Upper Paraguay, a considerable number of blacks who had been emancipated by the Mixed Commission at Rio de Janeiro, and I have to acquaint you that I approve your proceedings in this matter.

I am, &c.
(Signed) J. RUSSELL.

No. 38.

Mr. Christie to Lord J. Russell.—(Received October 3.)

(Extract.) *Rio de Janeiro, August* 27, 1860.

WITH reference to my despatches of the 2nd of June and of the 12th of August, in which I forwarded extracts from reports on the Slave Trade and slavery in Brazil, made to me by Her Majesty's Consuls in reply to a Circular despatch which I had addressed to them, I have now the honour to inclose an extract from a report lately received from Mr. Vredenburg, Her Majesty's Consul at Pará, who has been prevented by serious illness from making his report sooner.

Your Lordship will see that Mr. Vredenburg states that there has been no attempt to introduce African slaves into the Province of Pará since 1829, and that "there is not the slightest probability of a revival of the Slave Trade at present."

He estimates the number of slaves in the whole province at 20,000, of whom 5,000 are employed in domestic service in the capital.

He mentions that the number of slaves has been diminished of late years by deportations to Rio de Janeiro for sale.

Inclosure in No. 38.

Consul Vredenburg to Mr. Christie.

(Extract.) *Pará, June* 20, 1860.

THE last attempt to introduce African slaves into this province was in 1829, and there is not the slightest probability of a revival of the Slave Trade at present. The slave population was never very great; it is estimated that there are not above 20,000 in the whole of this immense province, and of that number 5,000 are engaged in domestic service in the capital. The bulk of the population is composed of Indians, more or less civilized. The number of slaves has, to some extent, been diminished of late; a certain number having been shipped to Rio de Janeiro, where better prices are obtainable.

No. 39.

Mr. Christie to Lord J. Russell.—(Received October 3.)

My Lord, *Rio de Janeiro, August* 27, 1860.

IN some late discussions in the Senate on a project of law concerning nationality of children of foreigners born in Brazil, the opponents of which have accused the Government of being influenced in promoting it by pressure from the French Government, some allusions have been made to the measures taken by the Brazilian Government in 1851 for the suppression of the Slave Trade under pressure of the vigorous proceedings of British cruizers in Brazilian waters; and it is gratifying to see that Brazilian Statesmen now avow in public, without contradiction, that England had previously just cause of complaint of the non-fulfilment of Treaty obligations.

The Viscount Uruguay (Senhor Paulino de Souza, who was Minister for Foreign Affairs in 1851) supported the Nationality Bill, and observed, in reply to the taunts of fear of the French Government, that when in 1851 the Brazilian Government demanded of the Legislature the framing of measures to suppress the Slave Trade, they were reproached for acting under the pressure of a foreign Government, and his answer was that he asked for the means of fulfilling a national engagement contracted more than twenty years before. "And the consequence has been," added the speaker, "that instead of despising us, foreign nations have given us esteem and honour."

Senhor Vasconcellos, a speaker against the Nationality Bill, took up Viscount Uruguay's reference to England and Slave Trade, with the remark that no comparison was to be made between the present case and the former difficulties with England about the Slave Trade, because the complaints of England were just, and founded upon a Treaty.

No contradiction was offered to these remarks, and no further reference made to them.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 40.

Mr. Christie to Lord J. Russell.—(Received October 3.)

(Extract.) *Rio de Janeiro, August* 27, 1860.

WITH reference to my despatch of July 24, on a contemplated removal of freed blacks in the employ of the Brazilian Government from the Province of St. Paul's to that of Mattogrosso, I have the honour to report to your Lordship some further information on this subject.

About 64 blacks of those till lately employed in the iron foundry in Ypanema, in the Province of St. Paul's, were sent, about two months since, to Ipatura, in the same province; and among these were 20 freed Africans, some of whom had worked in the foundry since 1835. There were also some children of these freed Africans. It is said that some of the Africans asked for freedom, and that this has been promised them after one year's service. My informant says that the journey to Ipatura is a very toilsome one, and that he fears, from the distance and the wild state of the country, this detachment must have had to endure great privations. Seventy-one of the Ypanema blacks have been assembled at Santos, waiting for a vessel to convey them to Mattogrosso. Of these there are 22 freed Africans, sent to Ypanema in 1835, and 23 children; and the remainder are blacks said to belong to the Brazilian nation. These have begged the officer under whose care they now are at Santos, to intercede for their liberty; and it is understood that they have been promised freedom when the iron foundry has got into working order in Mattogrosso Province. Upwards of 60 still remain at Ypanema, and some of them are working on the road from St. Paul's to Santos.

This information is probably not free from error, but I have every reason to believe that it is in the main correct.

I have also received from Senhor Sinimbri a list which has been sent to him by the authorities at Santos, of 9 emancipated blacks, and representing 3 of the 9 as married to female national slaves, and having children by them. It is implied that there are no more than these 9 who are emancipated, and that the remaining 62 are national slaves.

I have not concealed from Senhor Sinimbri my impression that he has not been fully informed; and I have made known to his Excellency my own opinion, that Her Majesty's Government are entitled to demand a joint inquiry into the condition of the emancipated blacks on sufficient cause shown. I have still Senhor Sinimbri's assurance that none of the blacks shall leave Santos until a full inquiry has been made under the directions of the Minister of War.

No. 41.

Mr. Christie to Lord J. Russell.—(Received October 24.)

My Lord, *Rio de Janeiro, September* 24, 1860.

I HAVE the honour to inclose a translation of an excellent project of law, designed to mitigate some of the evils of slavery in Brazil, which was introduced during the last session by a Senator, Senhor Silveira da Motta, and which I regret to say has not been assed.

This project of law comprised four proposals:—

1. To abolish public sales by auction of slaves.

2. To prohibit in the sale of slaves the separation of husband from wife, and of children under age from their parents.

3. In cases of decease of owners of slaves, where there are no heirs in direct line, either parents or children, and where creditors are otherwise fully secured, to authorize the manumission of slaves, if they can purchase their freedom at a price fixed by a magistrate.

4. To encourage the sale of slaves for agricultural employment in the country, by exempting sales for such purpose from the tax on sales; the object of these being to diminish the number of slaves in the cities, and to promote the employment of free men in domestic service.

The consideration of this Bill was long postponed by the Senate under the pressure of other business, and when at last it came on for discussion, all the clauses were rejected except the first, which prohibited public sales of slaves. The Bill having been thus mutilated was not proceeded with.

I have not failed to state to Senhor Sinimbri that Her Majesty's Government will learn with much regret the unfavourable reception given to this measure.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 41.

Project of Law respecting the Sale, &c., of Slaves in Brazil.

(Translation.)

THE General Assembly decrees:

Article 1. All sales of slaves at auction by being publicly exposed are forbidden.

Commercial public sales of slaves are forbidden, under penalty of such sales being annulled, and of a fine of 100 to 300 milreis being imposed upon the auctioneer for every slave sold by him at auction.

Judicial public sales, by virtue of attachments for debt, or dividing between heirs, will be substituted by written proposals which the Judges may receive during thirty days after the publication of edicts stating the names, ages, professions, and characteristics of the slaves who are to be sold.

At the end of thirty days from the official advertisement the Judge may renew it for another term, publishing the offers tendered if insignificant, or if opposed by the heirs or creditors, who may petition for the adjudication of the slaves at higher prices.

Art. 2. In all sales of slaves, whether private or judicial, it is prohibited, under pain of nullity, to separate the husband from the wife, or the child from the father or mother, save and except those who may be 21 years old.

Art. 3. In those inventories in which neither ancestors nor descendants are concerned, provided creditors are secured by other property, the Judge of the inventory may grant letters of freedom to the slaves therein mentioned, upon their producing the amounts of their judicial valuations.

Art. 4. Slaves sold in the Municipality of this capital to be employed on farms in the interior will be free from the tax on such sales.

The Government will establish, by a regulation, the practical means of rendering this provision effective, and may for that purpose impose fines to the extent of 500 milreis upon the sales of slaves who continue to remain in this municipality, and upon whom the tax has not been paid.

Sales effected of slaves to serve in this municipality are subject to the tax.

All provisions to the contrary are revoked.

(Signed) SILVEIRA DA MOTTA.

Palace of the Senate, June 18, 1860.

No. 42.

Mr. Christie to Lord J. Russell.—(Received October 24.)

My Lord, *Rio de Janeiro, September* 24, 1860.

IN the years 1857, 1858, and 1859 there was much correspondence between your Lordship's two immediate predecessors and this Legation on the subject of slaves held by English Mining Companies in Brazil, and among others by the Imperial Brazilian Mining Association.

It appears by this correspondence that the Directors of the Imperial Brazilian Company in London had contracted to sell all their slaves to a Brazilian merchant in Rio de Janeiro named Santos; and that, before their agent in Brazil received news of this contract, he had felt himself authorised to enter into a contract with a Company in Brazil for the sale to them of the slaves for a term of twenty years, with the condition that at the end of that term all who were then living should be free.

Among the slaves who were the subject of these two conflicting transactions were a number of children born since the passing of the Act 6 & 7 Vict., cap. 98, commonly called " Lord Brougham's Act :" and the Earl of Clarendon and the Earl of Malmesbury instructed Mr. Scarlett and Mr. Stuart that under that Act the sale by British subjects of children born of slave parents since the 1st November, 1843, would be illegal, and would subject the sellers in England to a prosecution for felony. Mr. Stuart, in pursuance of instructions from the Earl of Malmesbury, addressed a circular despatch to Her Majesty's Consuls in Brazil informing them of the state of the law, and directing them to caution British subjects.

Senhor Santos has proceeded in the British Courts of Law against the Directors of the Imperial Brazilian Company to compel fulfilment of their contract. In July 1859 judgment was given in this cause, Santos *v.* Illidge, in the Court of Common Pleas ; and this judgment declared the sale of all the slaves, parents as well as children, without reference to any distinction raised by the 6 & 7 Vict., cap. 98, illegal and invalid, under the Act 5 Geo. IV, cap. 113. Senhor Santos appealed from this judgment ; and in the " Times " of the 10th July I have read a report of the judgment on appeal of the Exchequer Chamber, which reverses the judgment of the Common Pleas, and apparently declares the sale entirely valid, including even the children born since the passing of the Act 6 & Vict., cap. 98. The report is short, and not quite clear as to the point of these children ; but I infer that the judgment confirms their sale.

I shall be glad to be instructed by your Lordship as to the bearing of this judgment of the Exchequer Chamber on the exposition of the law, previously made by the Legal Advisers of Her Majesty's Government, on which Mr. Stuart instructed Her Majesty's Consuls in Brazil. I wish especially to know whether this judgment imports that the English Directors concurring in this sale, which appears to be pronounced valid because legal in Brazil, do not expose themselves to punishment under English law.

The slaves in question, including all the children, are about 400 in number ; and they will, probably, now be transferred immediately to Senhor Santos, who, I understand, buys them on the speculation of selling them again separately, or in small parcels ; and they will, probably, be dispersed, husbands separated from wives, and children from parents. Could the other arrangement made by the Company's agent in Brazil with a Brazilian Company have been carried out, all these slaves would have been kept together, and at the end of twenty years the survivors would have been free.

I do not suppose it possible that Her Majesty's Government can interfere directly to prevent the transfer of the slaves to Senhor Santos ; but it is, perhaps, possible that something may be done indirectly.

The attention of the British and Foreign Anti-Slavery Society was directed to the English Mining Companies in Brazil in 1857 ; and it was that Society which called the Earl of Clarendon's attention to the subject (see Slave Trade Corrrespondence, Class B, presented in 1858, page 69).

It would be possible, if by the aid of that Society or of wealthy individuals interested in the abolition of slavery the money could be obtained, to purchase the freedom of the slaves and make arrangements for securing their services under contracts, which the Brazilian law would enforce, for a term of years sufficient to repay by their labour the purchase money of their freedom with interest.

Some such arrangement again might be willingly made by some of the English Companies lately formed for making railroads in Brazil, for instance the St. Paul's Company lately formed under the auspices, I believe, of Messrs. Rothschild. These slaves have for some time past been employed in road-making.

There are those in this country versed in such transactions, and the details for carrying out such an arrangement could easily be supplied, if the idea which I have suggested were entertained.

Another English Mining Company, the National Brazilian, possess about the same number of slaves, who, I am informed, are soon likely to be sold, like those of the Imperial Brazilian, as soon as some matters now in litigation among the shareholders are arranged.

In the case of the Imperial Brazilian Association, whose slaves, old and young, have been sold to Senhor Santos, there appears to be no doubt that on the formation of the Company in 1823, a resolution was passed by the proprietary declaring that every child born of its slaves should be free. This has been publicly stated, and has not been contradicted. It is probable that such a resolution was not legally binding, yet, if it be true that such a resolution was passed, the Company contracted a moral obligation towards their slaves, the disregard of which will probably be deemed highly censurable. I am informed that the Directors have always shown a desire for the careful and humane treatment of their slaves. I understand that the late Captain Leicester Vernon was Chairman of the Company till his death.

I have before said that the report in the "Times" of the judgment of the Exchequer Chamber does not enable me to feel sure that I understand all its bearings; and I hope your Lordship will excuse my further suggesting that, though the judgment pronounces the sale valid in Brazil, where the transaction is legal, it may yet be open to any one to try the question as to whether the sale of the children born since the passing of the Act 6 & 7 Vict., cap. 98, by any British subject, is not punishable under that Act.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 43.

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, October* 31, 1860.

I HAVE received your despatch of the 24th ultimo, inclosing translation of a project of law lately introduced into the Brazilian Senate, with a view to the mitigation of some of the evils of slavery; and I have to express my regret that the law in question did not pass.

I am, &c.
(Signed) J. RUSSELL.

No. 44.

Mr. Christie to Lord J. Russell.—(Received November 24.)

My Lord, *Rio de Janeiro, October* 22, 1860.

WITH reference to my despatch of the 24th ultimo, on the subject of the sale of the slaves of the Imperial Brazilian Mining Company to a Brazilian named Santos, I have been informed that the slaves have been transferred to Senhor Santos, and that it is his intention not to re-sell them, but to employ them in two divisions at the mines of the St. John del Rey and National Brazilian Companies, and to arrange to keep families together.

I have this information from the gentleman who has been employed by the Directors of the Imperial Brazilian Company to make the transfer.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 45.

Lord J. Russell to Mr. Christie.

(Extract.) *Foreign Office, December* 8, 1860.

I HAVE received your despatch of the 24th of September last on the subject of the sale to M. Santos of the slaves belonging to the Imperial Brazilian Mining Association.

Those despatches have been laid before the Law Officers of the Crown; and, in accordance with their opinion, I have now to inform you that the English Directors of the Company will expose themselves to punishment under the 5th Geo. IV, c. 113, if they proceed to sell even the slaves that were in their possession at the time of the passing of the 6th and 7th Vict., c. 98 (24th August, 1843); and that if this position should be held to be open to doubt, yet, under the latter of these two statutes, the sale of the children born since the 24th August, 1843, will be an illegal act by a British subject though effected in Brazil, and will subject him to the punishment imposed by the 5th Geo. IV, cap. 113.

With reference to slaves which came to the possession of the Directors previous to the passing of the 6th and 7th Vict., c. 98, the question turns upon the construction to be put upon the 5th Geo. IV, cap. 113, and is whether, under that Act, dealing in slaves by British subjects was forbidden, in places out of the dominions of the British Crown, as well as in places within those dominions? The Law Officers of the Crown are of opinion that it is forbidden, and for this conclusion they adopt the reasons stated in the judgment of the Court of Common Pleas in the case of Santos *v.* Illidge. It is true that this judgment of the Common Pleas, which is referred to above, has been over-ruled, on appeal, by a majority of Judges sitting in Error in the Exchequer Chamber; but as the judgment of the Common Pleas was the unanimous judgment of the whole Court, it is the fact that the opinions of a majority of the Judges who heard the case in the Common Pleas and in Error is greatly in favour of the opinion adopted by the Law Officers of the Crown.

With reference to the offspring of such slaves born since the 6th and 7th Vict., cap. 98, came into operation, the dealing in them is expressly declared by that statute to be now within the earlier Act 5th Geo. IV, cap. 113; and the exception, provided for by the 6th section of the 6th and 7th Vict., cap. 98, cannot apply, seeing that the slaves of this class were not in any sense "in the possession" of the Directors "at the time of the passing of the Act."

I have accordingly to instruct you to warn the English Directors of the penal consequences which will be entailed should they carry out the contract into which they have entered with M. Santos.

BRAZIL. (*Consular*)—*Para.*

No. 46.

Consul Vredenburg to Lord J. Russell.—(*Received September* 3.)

My Lord,

Para, 7 *July*, 1860.

I HAVE the honour to transmit herewith a return of the average prices of slaves within this Consular district during the last half year.

I have, &c.

(Signed) W. VREDENBURG.

Inclosure in No. 46.

RETURN of the Prices of Slaves within the District of the Consulate of Pará during the half-year ending ending 30th June, 1860.

	Reis.		Reis.	£	s.	d.		£	s.	d.	
Males	1,200$000	to	1,500$000	127	10	0	to	159	7	6	There appears to have been no change in the currency price of [slaves since the date of last return.
Ditto, with trades ..	900$000	to	2,000$000	159	7	6	to	217	10	0	
Females	900$000	to	1,200$000	95	12	6	to	127	10	0	
Children, from 2 to 7 ..	400$000	to	500$000	42	10	0	to	54	7	6	

British Consulate, Pará, June 30, 1860.

(Signed) W. VREDENBURG, *Consul.*

BRAZIL. *Consular.—Pernambuco.*

No. 47.

Consul Cowper to Lord J. Russell.—(Received September 3.)

My Lord, *Pernambuco, July* 2, 1860.

I HAVE the honour to inform your Lordship that no overt act of Slave Trade has taken place within the limits of this Consulate during the quarter ended the 30th ultimo.

I have, &c.
(Signed) H. AUGUSTUS COWPER.

No. 48.

Consul Cowper to Lord J. Russell.—(Received September 3.)

My Lord, *Pernambuco, July* 16, 1860.

I HAVE the honour to transmit to your Lordship the half-yearly returns of the prices of slaves from this province, and those of Paraiba and Alagoas. Those from Ceará and Rio Grande do Norte have not yet reached me.

I have, &c.
(Signed) H. AUGUSTUS COWPER.

Inclosure 1 in No. 48.

HALF-YEARLY Return of the Prices of Slaves within the limits of the British Vice-Consulate in the Province of Alagoas.

Description.	Currency.	Sterling.			Remarks.
	Reis.	£	*s.*	*d.*	
African Males	1,600$000	160	0	0	
Ditto Females	1,500$000	150	0	0	
Creole, Males with trades ..	1,800$000	180	0	0	
Ditto Ditto ..	1,400$000	140	0	0	
Ditto Females	1,500$000	150	0	0	
Children, 1 to 5 years ..	300$000	30	0	0	
Ditto 6 to 12 years ..	700$000	70	0	0	

British Vice-Consulate, Maceio, June 30, 1860.

(Signed) JAMES HUNTER, *Acting Vice-Consul.*

Inclosure 2 in No. 48.

RETURN of the prices of Slaves within the District of the Vice-Consulate of Paraiba, during the half-year ended June 15, 1860

	During the half-year ending December 15, 1859.											During the half-year ending June 15, 1860.									
	Currency.			Sterling.							Currency.			Sterling.						
	Reis.		Reis.	£	s.	d.		£	s.	d.	Reis.		Reis.	£	s.	d.		£	s.	d.
African Males	1,600$	to	2,000$000	170	0	0	to	212	10	0	1,400$	to	1,800$000	148	6	8	to	191	5	0
Ditto Females	1,600$	to	1,800$000	170	0	0	to	191	5	0	1,400$	to	1,600$000	148	6	8	to	170	0	0
Creole Males	1,800$	to	2,000$000	191	5	0	to	212	10	0	1,600$	to	1,800$000	170	0	0	to	191	5	0
Ditto Females	1,600$	to	2,000$000	170	0	0	to	212	10	0	1,400$	to	1,800$000	148	6	8	to	191	5	0
Ditto Males with trades ..	1,800$	to	2,300$000	191	5	0	to	244	7	6	1,600$	to	2,000$000	170	0	0	to	212	10	0
Infants under 5 years ..	300$	to	500$000	31	17	6	to	53	2	6	300$	to	400$000	31	17	6	to	42	10	0
Children above 5 years ..	500$	to	1,000$000	53	2	6	to	106	5	0	400$	to	800$000	42	10	0	to	95	0	0

Exchange 25½*d.* per milreis.

British Vice-Consulate, Paraiba, June 30, 1860.
(Signed) ROBT. J. SHALDERS, *British Vice-Consul.*

Inclosure 3 in No. 48.

RETURN of the Average Prices of Slaves within the District of the Province of Pernambuco for the half-year ended June 30, 1860.

	Currency.			Sterling.							Remarks.
	Reis.		Reis.	£	s.	d.		£	s.	d.	
African Males	1,500$000	to	1,600$000	159	7	6	to	170	0	0	Average rate of Exchange 25½*d.*
Ditto Females	1,000$000	to	1,500$000	196	5	0	to	159	7	6	
Creole Males	1,600$000	to	1,800$000	190	0	0	to	191	5	0	
Ditto Females	1,400$000	to	1,600$000	148	15	0	to	170	0	0	
Ditto Males with trades ..	1,800$000	to	2,000$000	191	5	0	to	212	10	0	
Infants under 5 years of age	500$000	to	1,400$000	53	2	6	to	106	5	0	
Children from 5 to 14 years	500$000	to	1,400$000	53	2	6	to	148	15	0	

British Consulate, Pernambuco, June 30, 1860.
(Signed) H. AUGUSTUS COWPER, *Consul.*

No. 49.

Consul Cowper to Lord J. Russell.—(*Received October* 3.)

My Lord, *Pernambuco, August* 4, 1860.

I HAVE the honour to transmit to your Lordship a Half-yearly Statement of the prices of slaves in the Province of Ceará, dated the 30th of June last.

I have, &c.
(Signed) H. AUGUSTUS COWPER

Inclosure in No. 49.

RETURN of the Prices of Slaves within the District of the British Vice-Consulate of Ceará, during the Half-year ending June 30, 1860.

Description.	Currency.			Sterling.							Remarks.
	Reis.		Reis.	£	s.	d.		£	s.	d.	
African Males	600$000	to	700$000	62	10	0	to	72	18	4	But very few Africans now exist in this Province.
,, Females	600$000		700$000	62	10	0		72	18	4	
Creole Males	1,200$000		1,300$000	125	0	0		135	8	4	
,, Males with trades ..	1,500$000		1,800$000	157	5	0		191	10	0	
,, Females	1,200$000		1,300$000	125	0	0		135	8	4	
Infants (sucking to 5 years).	200$000		600$000	20	16	8		62	10	0	
Children (5 to 12) ..	600$000		1,000$000	62	10	0		104	3	4	

Ceará, June 30, 1860.

(Signed) J. W. STUDART, *Vice-Consul.*

No. 50.

Consul Cowper to Lord J. Russell.—(*Received November* 23.)

My Lord, *Pernambuco, October* 10, 1860.

I HAVE the honour to inform your Lordship that no overt act of Slave Trade has taken place within the limits of this Consulate during the quarter ending the 30th of September last.

I have, &c.

(Signed) AUGUSTUS C. COWPER.

BRAZIL. *(Consular)—Rio Grande do Sul.*

No. 51.

Consul Vereker to Lord J. Russell.—(Received September 3, 1860.)

My Lord, *Rio Grande do Sul, June* 30, 1860.

I HAVE the honour to inclose a return showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.
(Signed) H. P. VEREKER.

Inclosure in No. 51.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the six months ending June 30, 1860, compared with the Prices in the preceding half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	31st December, 1859.		30th June, 1860.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
Agricultural.	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Males	1,250$000	135 8 4	1,100$000	119 3 4	..	16 5 0
Females	1,150$000	124 11 8	1,050$000	113 15 0	..	10 16 8
Domestic.						
Males	1,350$000	146 5 0	1,250$000	135 8 4	..	10 16 8
Females	1,250$000	135 8 4	1,200$000	130 0 0	..	5 8 4
Mining..	None.					
Newly Imported ..	None.					

Exchange at 26*d.* for milreis.

British Consulate, Rio Grande do Sul, June 30, 1860.

(Signed) H. P. VEREKER, *Consul.*

No. 52.

Consul Vereker to Lord J. Russell.—(Received September 3.)

My Lord, *Rio Grande do Sul, June* 30, 1860.

I HAVE the honour to submit the following observations, intended to review the state of slavery in this district during the twelve months which have elapsed since the 30th June, 1859, the date of my last report.

I have the satisfaction of recording that there has been no renewal of the Slave Trade in this district during the past twelve months, and it seems not only very improbable that any attempt will be made here to renovate the vile traffic, but almost certain that such a proceeding, if ventured, would result in discomfiture and loss to the projectors, especially as the feeling of the authorities and population seems more confirmed as to the disadvantages of slavery in this province.

It will be perceived from the six-monthly returns that there has been a fall in the price of slaves. This may be only temporary, resulting probably from the scarcity of money which has been for some time experienced in this district. On the other hand, the hire of slaves has augmented, the monthly payments averaging from twelve to sixteen dollars for males, and from ten to twelve for females.

It may be worth noting that the price of females is in proportion to the hiring value more than that of males; and of ordinary slaves those of highest price are children of fourteen years of age, or thereabouts, whereas those of above twenty-six years of age have to be disposed of at a considerable reduction. These circumstances, apparently anomalous, seem only accountable on the supposition that the purchasers contemplate the long continuance of slavery, at least in other provinces of Brazil, coupled probably with a complete cessation of the Slave Trade and an increase in the value of slaves.

In former reports I have alluded to the practical abolition of slavery, through force of circumstances in this province, as a question of time, and a result which might at no very distant date be realized. Each day has tended to confirm the correctness of my anticipations, and I shall endeavour on this occasion to place the matter in a clear light before your Lordship.

I have prepared the following Table from statistics of the population of this province.

POPULATION of the Province of Rio Grande do Sul.

Districts.	Free Population.	Slave Population.	Total.	Percentage of Slaves to Total Population.
Santo Leopoldo	16,886	1,804	18,690	9·6
Santo Borga	8,123	1,240	9,363	13·2
Cruz Alta	22,465	4,019	26,484	15·1
Itaquy	5,617	1,014	6,631	15·2
Santa Maria	4,144	966	5,110	18·9
Santo Antonio	11,931	2,999	14,930	20·0
Dores (estimated)	4,000	1,000	5,000	20·0
Passo Fundo	6,509	1,699	8,208	20·6
St. Anna do Livramento (estimated)	6,500	1,700	8,200	20·7
Uruguayana	6,772	1,876	8,648	21·6
Rio Grande	15,503	4,369	19,872	21·9
Alegrete	8,174	2,525	10,699	23·6
Conceição do Arroio	6,571	2,065	8,636	23·9
Santo Gabriel	5,933	2,046	7,979	25·5
Taquary	7,231	2,701	9,932	27·1
Porto Alegre	21,306	8,417	29,723	28·3
Triumpho	6,697	2,834	9,531	29·7
Caçapava	7,076	3,000	10,076	29·7
Rio Pardo	4,849	2,174	7,023	30·9
Cachoeira	3,541	1,628	5,169	31·4
Bajé	8,326	4,016	12,342	32·5
Cangussú	4,976	2,453	7,429	33·0
Santo José do Norte	3,567	1,802	5,369	33·5
Piratiny	5,530	3,154	8,684	36·1
Encruzilhada	3,892	2,238	6,130	36·5
Pelotas	8,105	4,788	12,893	37·0
Jaguarão	7,943	5,056	12,999	38·7
Total	222,167	73,583	295,750	
Mean percentage of slaves on this total	..	..	..	24·8
Add 10 per cent. to free persons, and deduct 10 per cent. of slaves to correct for 1860	244,283	66,225	310,608	
Percentage of slaves	..	..	..	21·3

As the statistics upon which this table is founded were commenced some years since, during which interval there has been a considerable increase in the free population an decrease in the slave population, in order to reduce it in some manner to the present time I have added ten per centum to the free population and taken ten per centum from the slave population, which is probably below the reality, as the census is somewhat uncertain, being the first attempted, but with this modification it will appear that the slaves are about 21·3 of the whole population; in other words, that there are nearly four free persons to every slave, and it must be manifest under such conditions that slavery is not necessary to the prosperity of this province.

It may be roughly assumed that the increase in the free population of this province may average about 13,000 per annum from excess of arrivals over departures, of births over deaths, freedom of slaves, &c.; the decrease in the number of slaves may be about 650 yearly. Now, without correcting the former item for increase of population, or the latter for the rates of decrease which has been continuing, in ten years' time the free population would, on this assumption, amount to 370,000, and the slave population to 60,000; but the labour of those 60,000 slaves and the benefit accruing therefrom would probably be represented by the labour and wealth derived from 30,000 free persons; thus, adopting for this hypothesis the common notion that the prosperity of a country such as this (which is not nearly populated) depends upon the number of the inhabitants, it will appear that the 60,000 slaves being substituted by 30,000 free persons of the future population, there would still, after ten years, be an increase in the resources of this province represented by 41 per centum; an advancement certainly greater than has been exhibited in the past ten years. It may therefore be concluded that, *cæteris paribus,* this province would prosper in proportion more without slaves in the next ten years than it has done in the past ten years with slaves. The calculation has been based on the *ad argumentum* supposition of the abstraction of the slaves. If, however, those slaves were freed by legislative enactment or otherwise, it is manifest that there would be a large addition to the working population, and there is every probability that emigration would considerably augment. Under these circumstances the ratio of advancement would be much greater than that mentioned.

This question here merely touched upon seems worthy of the consideration of statesmen, especially of those interested in the prosperity of this district.

There is another point of much interest in view of the foregoing Table, and that is, that the prosperity of the various districts seems to depend in a great measure on the non-existence of slavery; the fewer the slaves the more the prosperity.

It is matter of public notoriety that the district in this province which has most progressed in wealth and prosperity has been that of São Leopoldo; yet in São Leopoldo it appears that there are ninety-one free persons to every nine slaves.

Next to São Leopoldo the most advancing districts seem to be Porto Alegre, Rio Grande, São Borga, Cruz Alta, Santo Antonio, and Ugruguayana, and in all these it will be seen that the proportion of slaves to free persons is small.

In Pelotas and Jaguarão the large proportion of slaves arises from those employed in the xarqueadas, or establishments for slaughtering cattle, but both these districts have now for some time been sinking to retrogression. The proprietors, and others who are suffering from the present state of affairs, should ask themselves how many of their existing difficulties arise from their obstinacy in employing slaves for performing that which might with greater advantage and economy be executed by free labourers.

In the twelve months ended 30th June, 1859, the arrivals of free persons through this port exceeded the departures by 2,018, and the departures of slaves exceeded the arrivals by 237. The increase in arrivals of free persons may have been about the average of late years, but the decrease in the number of slaves thus leaving was less than usual.

I have, &c.
(Signed) H. P. VEREKER.

BRAZIL. (*Consular*)—*Rio de Janeiro.*

No. 53.

Consul Westwood to Lord J. Russell.—(*Received August* 6.)

My Lord, *Rio de Janeiro, July* 2, 1860.

I HAVE the honour to transmit herewith a return showing the price of slaves in this province during the six months ending on the 30th ultimo.

I have, &c.
(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 53.

PAPER showing the Price of Slaves in the Province of Rio de Janeiro during the Half-Year ending on the June 30, 1860, as far as can be ascertained by Her Majesty's Consul at Rio de Janeiro.

Class of Slaves.	Price of Slaves. In Currency.	Price of Slaves. In Sterling.	Price of Slaves as per last Return in Sterling.	Remarks.
Agricultural.	Reis. Reis.	£ s. d. £ s. d.	£ s. d. £ s. d.	The average currency price of slaves has not altered since last return; and the difference in the sterling amount arises in consequence of the rates of exchange in the two returns being different.
Males	1,200$000 to 2,000$000	129 0 0 to 216 13 4	125 0 0 to 208 6 8	
Females	1,000$000 to 1,800$000	108 6 8 to 126 10 0	104 3 4 to 156 5 0	
Mining.				
Males	About the same as Agricultural.			
Females				
Domestic.				
Males	1,200$000 to 2,000$000	129 0 0 to 216 13 4	125 0 0 to 208 6 8	
Females	1,000$000 to 1,800$000	108 6 8 to 195 0 0	104 3 4 to 187 10 0	
Newly Imported.				
Males	None landed within the district of this Consulate during the last six months.			
Females				

(Signed) JNO. J. C. WESTWOOD, *Consul.*

No. 54.

Consul Westwood to Lord J. Russell.—(*Received November* 22.)

My Lord, *Rio de Janeiro, October* 22, 1860.

I THINK it my duty to report to your Lordship that the steam-ship "Milford Haven," that arrived here on the 3rd instant from Liverpool viâ Lisbon, St. Vincent, Pernambuco, and Bahia, brought from the two last-mentioned ports 44 slaves, as shown by the inclosed extract from the daily report of the harbour visit.

The "Milford Haven" is one of the vessels belonging to the Anglo-Luzo Brazilian Company, that established about the end of last year a line of steamers between Milford Haven and Brazil, but the Company has since altered the port of departure from Milford Haven to Liverpool.

The vessels belonging to this Company are navigated under the Portuguese flag, but I believe that the enterprise is an English one, or at any rate that most of the shareholders are British, and residents in Great Britain.

The steamers are officered and manned chiefly by Englishmen, having merely a Flag Captain and a small portion of the crew Portuguese, so as to enable the ships to use the Portuguese flag.

I understand that the undertaking has not turned out a successful speculation, and I believe that the Company is about giving up the line.

I have, &c.
(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 54.

Extract from the Harbour Report of Rio de Janeiro, showing the Vessels that arrived on the 3rd of October, 1860.

(Translation.)

FROM Liverpool and calling ports, thirty-three days (three days from the last port), Portuguese steamer "Milford Haven," Captain H. A. de Brion. Passengers: I. H. Underlay and W. Greatorec; Portuguese: Antonio N. de Araujo, F. B. Pereira Chousal, C. de Almeida Ribeiro, T. L. de Azevedo, Manoel de Almeida, M. Paes Coelho, and A. C. Gomes Azevedo. From the provinces: Annanias Dias de Mello, Ignacio Romoaldo da Costa, Aureliano Miguel, Pereira da Costa, Euzebio Gomes A. Ferrão;—Germans: C. Knaths, H. von Levern, F. W. Sturz;—Portuguese: Joaquim da Rocha Paiva, Joaquim Jorge Coimbra, Frei Antonio de Santo Adriano and servant, Jozé Teixeira Ferreira, and 44 slaves for delivery.

FRANCE.

No. 55.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, June* 2, 1860.

I TRANSMIT herewith, for your Excellency's information, copy of a despatch from Mr. Lawless, Her Majesty's Consul at Martinique,* reporting the arrival in that island of the French ship "Ville d'Aigues Mortes" with 565 African immigrants from the Congo.

I am, &c.
(Signed) J. RUSSELL.

No. 56.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, June* 22, 1860.

I HAVE received your Excellency's despatch of the 18th instant, reporting that you have been apprized by M. Chasseloup Laubat, that in consequence of the want of labourers in Réunion, the Government of the Emperor has been constrained again to permit the purchase of slaves on the east coast of Africa, to be introduced into that island as free labourers.

I have in reply to instruct your Excellency to express to the Imperial Government the regret and disappointment of Her Majesty's Government at the revival of a measure which Her Majesty's Government had hoped had been for ever abandoned on the eastern shores of Africa.

I am, &c.
(Signed) J. RUSSELL.

No. 57.

Lord J. Russell to Earl Cowley.†

My Lord, *Foreign Office, July* 11, 1860.

I TRANSMIT to your Excellency herewith copies of a correspondence relating to the emigration of Chinese coolies, which has been presented to both Houses of Parliament, by command of Her Majesty, and I have to desire that you will call the attention of the French Government to these papers, as bearing upon the important question of the suppression of the Slave Trade, and the supply of labour to those parts of the world the climate of which is unsuited to white labour.

Great Britain has, for more than fifty years, made unremitting efforts to put down the Slave Trade, and Her Majesty's Government rejoice to think that those efforts have not been without their fruit.

The number of slaves exported from Africa has fallen from 135,000, the average number exported annually from 1835 to 1840, to 25,000 or 30,000, the number estimated to have been exported during the past year; and in proportion as the Slave Trade has diminished lawful commerce with Africa has increased, until the value of the exports from the West Coast of Africa now amounts to nearly three millions sterling annually.

From the Bight of Benin alone, where twenty years ago, not a single puncheon of palm-oil was exported, during the past year the exportation of oil was estimated at nearly 17,000 tons, and the value at between 700,000*l.* and 800,000*l.*; and this, it should be stated, owing to the disturbed state of the country caused by slave hunts, is a diminution as compared with the exports of the two previous years; and from Lagos, which, until the

---

* No. 60. † A similar despatch was addressed to Lord Lyons, Sir A. Magenis, and Mr. Edwardes.

Slave Trade there was destroyed by the operations of the British squadron, was one of the greatest slave markets on the West Coast of Africa, the exportation during last year of palm-oil, ivory, and cotton amounted in value to about 220,000*l.*

In short, whenever the Slave Trade has been put down honest trade has sprung up, and Christianity and civilization and peace have begun to produce their natural effects; on the other hand, where the King of Dahomey and other Chiefs continue to gain an unrighteous profit by selling men, wars and misery and heathen darkness prevail.

But it is a lamentable fact that during the last two years the Slave Trade has again increased. At the present moment it is actively carried on for supplying slaves to the Island of Cuba, and recent intelligence which has reached Her Majesty's Government proves that preparation are being made for prosecuting the trade on a most extensive scale by means of an association.

Under these circumstances, Her Majesty's Government appeal to the nations of Christendom to endeavour, in obedience to the dictates of humanity and religion, to efface by a final effort the stain which the Slave Trade inflicts on the Christian name.

Brazil has set a noble example of perseverance in the suppression of the Slave Trade, once so vigorously carried on to her shores; and what the Brazilian Government in the face of great difficulties has successfully accomplished may be equally accomplished elsewhere.

The Island of Cuba is now almost the only place in the globe by which and for which the Slave Trade is maintained.

Her Majesty's Government have a Treaty with Spain of the year 1835, by which the Spanish Crown undertook to abolish the Slave Trade, and accepted a sum of 400,000*l.* to enable it the more easily to do so.

Her Majesty's Government are well aware that the price of sugar and the demand for labour afford the slave-trader profits which enable him to corrupt the authorities, whose duty it is to thwart and defeat his criminal enterprises.

It must be painful to the Spanish Government to find their good name stained, and their efforts to comply with the obligations of Treaties, and to put down this wicked traffic frustrated by worthless and unprincipled men who speculate in the lives and bodies of human beings.

It appears to Her Majesty's Government that some remedy for this state of things might be found in an improvement of the laws of the United States respecting the equipment of slave ships, in the increased employment of cruizers in the waters surrounding Cuba by Spain, Great Britain, and the United States, and in the enactment by Spain of a law enforcing the registration of slaves in Cuba, and inflicting severe penalties upon the proprietors of estates within which newly imported slaves are found.

But no doubt the difficulties of suppressing the Slave Trade arise mainly from the demand which exists in Cuba and similar countries for labourers suited to a hot climate, and if this demand could be lawfully supplied, the incentives to engage in an illegal traffic in African labourers would be greatly diminished, and the price of a slave might be enhanced far beyond that of a free labourer.

This supply, Her Majesty's Government confidently believe, may be obtained from China.

The state of society in that vast empire, where the population is superabundant, and at the same time civilised, where regular laws can be enforced, and the hiring of labourers for the purposes of emigration may be reduced to method, affords peculiar opportunities for organizing a system of emigration by which the wants of those countries which have heretofore looked to Africa for labourers may be fully supplied.

Great abuses have unfortunately prevailed in the Chinese ports where the emigration of coolies has been carried on.

Men have been kidnapped by unscrupulous agents employed by European contractors to collect coolies, and the scenes of oppression and misery which have taken place in the barracoons, where the coolies have been assembled, and on board the ships in which they have been conveyed across the sea, have borne only too close a resemblance to the corresponding circumstances connected with the African Slave Trade.

If such abuses were suffered to continue unchecked, the exasperation created thereby amongst the Chinese population would seriously endanger the safety of the lives and property of the whole European community in China.

But happily it has been proved by recent experience at Canton that Chinese emigration may, under proper regulations and superintendence, be conducted in such a manner as to prevent the occurrence of the evils complained of.

The Chinese authorities who had hitherto been most averse to the emigration, have at Canton recognized the advantages which may be derived from it under a proper system, and I have to direct your particular attention to the proclamation of the Governor-General Laou on this subject, which you will find at p. 134 of the papers herewith sent.

Moreover, under the regulations which have been introduced by the Agent in China of Her Majesty's Government, in conjunction with the Chinese and the allied authorities at Canton, it has been found practicable to induce whole families of Chinese to emigrate. A considerable number of such families have emigrated to Demerara, and there is every reason to hope that with time and care the prejudices which have hitherto prevented Chinese women from emigrating may be entirely overcome.

It is scarcely necessary to say anything as to the efficiency of the Chinese coolies as labourers, as that is admitted by all who have had experience of them; indeed, the impossibility of inducing the Chinese women to emigrate has been the only serious obstacle to Chinese colonization on an extensive scale.

These fair prospects will, however, be marred, if the various European and American Governments interested in Chinese emigration do not combine to enforce stringent regulations upon those who are engaged in conducting it; and Her Majesty's Government earnestly hope that the Government will take the necessary measures for this purpose.

By judiciously promoting the emigration from China, and at the same time vigorously repressing the infamous traffic in African slaves, the Christian Governments of Europe and America may confer benefits upon a large portion of the human race, the effects of which it would be difficult to exaggerate.

Her Majesty's Government therefore propose, with a view to the final extinction of Slave Trade—

1st. A systematic plan of cruising on the Coast of Cuba by the vessels of Great Britain, Spain, and the United States.

2nd. Laws of registration and inspection in the Island of Cuba, by which the employment of slaves, imported contrary to law, might be detected by Spanish authorities.

3rd. A plan of emigration from China, regulated by the agents of European nations in conjunction with the Chinese authorities.

Lastly. I have to call your attention to the following passage in the message of the President of the United States, of May.

"It is truly lamentable, that Great Britain and the United States should be obliged to expend such a vast amount of blood and treasure for the suppression of the African Slave Trade, and this, when the only portions of the civilized world where it is tolerated and encouraged, are the Spanish Islands of Cuba and Puerto Rico."

I have to instruct you to communicate to M. Thouvenel copies of this despatch and of the papers by which it is accompanied.

I am, &c.
(Signed) J. RUSSELL.

No. 58.

Earl Cowley to Lord J. Russell.—(Received August 11.)

My Lord, *Paris, August* 10, 1860.

ON my remarking to M. Thouvenel that he had returned no answer to a note which I had addressed to his Excellency after receiving your Lordship's despatch of the 11th ultimo, in which certain proposals were made with a view to the final extinction of the Slave Trade, his Excellency replied, that he had already replied through M. de Persigny, affirmatively on the part of the French Government, but he had since heard that other Governments to whom the same proposals had been made (his Excellency named the United States and Spain) would not consent to them.

I have, &c.
(Signed) COWLEY.

No. 59.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, November* 5, 1860.

I TRANSMIT to your Excellency, for your information, a copy of a Report from the Acting Commissary Judge at the Havana,* upon the state of the Slave Trade in the island of Cuba.

I am, &c.
(Signed) J. RUSSELL.

---

* Class A, No. 18.

FRANCE. (*Consular*)—*Martinique.*

No. 60.

Consul Lawless to Lord J. Russell.—(Received May 28.)

My Lord, *St. Pierre, May* 13, 1860.

I HAVE the honour to inform your Lordship of the arrival at the port of Fort de France, in this island, of the French ship "Ville d'Aigues-Mortes," with African immigrants from the West Coast of Africa, in fulfilment of the Regis contract.

The "Ville d'Aigues-Mortes," which is a ship of 637 tons French measurement, sailed from Congo on the 4th of March last, after having received on board 640 persons, viz., 397 male adults of from 18 to 35 years of age, 210 female adults from 13 to 25, 30 non-adults from 10 to 14 years old, 9 children; and, after forty days' passage, she reached this island on the 21st ultimo, and shortly afterwards landed her living freight as follows:—342 men, 189 women, 30 non-adults of both sexes, and 4 children.

It appears, therefore, that the deaths on board during that comparatively short period amounted to eighty-one souls, namely; 55 men, 21 women, 5 children, being a ratio of almost 8 per cent.

This heavy mortality was caused principally by typhus fever, which was said to be epidemic at Congo when the vessel sailed from that port, and by dysentery; there occurred 41 fatal cases of the former, and 10 of the latter malady.

The immigrants were in charge of a surgeon of the first class of the Imperial "Marine," or Navy, and the survivors look as if they had received proper care during the voyage; but there have been many cases of sickness among them, and three deaths since their arrival.

This class of immigrants is generally preferred by the planters of this colony; and the labourers by the "Ville d'Aigues-Mortes" were immediately taken up, while a considerable number of the coolie and China immigrants by the last vessels arrived from India and Hong Kong are still on the hands of the local Administration.

I have, &c.
(Signed) WM. LAWLESS.

JOHANNA.

No. 61.

Consul Sunley to Lord John Russell.—(*Received July* 12.)

My Lord,
Johanna, January 2, 1860.

I HAVE the honour to report that there has been no slave-trading at Johanna during the year 1859; that no French vessels have been here in search of labourers for the colony of Reunion, and that no slaves have to my knowledge been brought here in native vessels from the Coast.

I have, &c.
(Signed) WM. SUNLEY.

MUSCAT. (*Consular*)—*Zanzibar.*

No. 62.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.) *Zanzibar, May* 1, 1860.

THERE is no direct trade between Great Britain and Zanzibar; but the chief part of the imports from India, Singapore, and Hamburgh, consist of articles of British manufacture. There are about 5,000 British Indian subjects residing in the Zanzibar dominions, and nearly the whole of the foreign trade passes through their hands. The ivory is consigned to them from the interior; the gum copal is purchased from the diggers by Indian Banians residing on the coast, and the entire cargoes of American and Hamburgh vessels are purchased by them. All the shopkeepers and artizans at Zanzibar are natives of India; they have settlements at all the towns on the East Coast of Africa as far south as Mozambique, at the Comoro Isles, and on the West Coast of Madagascar. The number of settlers from India has greatly increased during the last few years, and they have obtained possession from the Arabs, by purchase or mortgage, of a considerable number of landed estates in Zanzibar.

The number of slaves imported into Zanzibar during the past year amounts to 19,000. A tax of one dollar per head has hitherto been levied upon all slaves landed, and this amount has recently been doubled by the Sultan. Most of the slaves brought to Zanzibar are young children, a better price being obtained for able-bodied slaves at the Portuguese settlements in the Mozambique, where an extensive Slave Trade is still carried on. The price of newly imported slaves at Zanzibar is from 2*l.* to 7*l.* for adult males or females, and 1*l.* 5*s.* to 2*l.* 10*s.* for a boy or girl. A great number of those imported are afterwards secretly sold to Northern Arabs and conveyed to Persia and Arabia, where they sell for 15*l.* to 20*l.* The tribes dwelling near the sea coast, which formerly furnished most of the slaves are now almost exhausted, only 4,000 slaves having been brought during last year from the coast opposite Zanzibar, and the remaining 15,000 from the neighbourhood of the great Lake of Nyassa, about forty days' journey inland south of Keelwa, situated about 4° south of Zanzibar. This miserable traffic is fast depopulating vast tracts of fertile country which might yield great quantities of cotton and gums. The mortality of the slaves after capture is very great, owing to starvation and neglect. The Arab slave-dealers are vile unfeeling wretches, and have not the slightest regard for the sufferings of these poor creatures.

During the past year, I have redeemed 3,562 slaves from slavery to British subjects residing at Zanzibar, and have furnished each individual with a certificate of freedom signed and sealed by myself, and I trust that this will prevent any British subjects from purchasing slaves or aiding this detestible traffic in the Zanzibar dominions in future.

NETHERLANDS.

No. 63.

Lord J. Russell to Lord Napier.

My Lord, *Foreign Office, May* 3, 1860.

WITH reference to my despatch of the 23rd of February last,* I transmit to your Lordship herewith copies of a further correspondence which has taken place between this Office and Mr. Munro, Her Majesty's Consul in Surinam,† relative to the steps taken by him to make known to British residents in that colony the provisions of the law 6 & 7 Vic., cap. 98.

I am, &c.
(Signed) J. RUSSELL.

No. 64.

Lord Napier to Lord J. Russell.—(Received May 11.)

My Lord, *The Hague, May* 9, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 3rd instant, inclosing copies of correspondence with Her Majesty's Consul in Surinam.

I have &c.
(Signed) NAPIER.

No. 65.

Lord Napier to Lord J. Russell.—(Received May 11.)

(Extract.)

The Hague, May 9, 1860.

THE Netherlands Government have redeemed the pledge given in the King's speech at the opening of the present States General, by introducing measures for the abolition of negro slavery in their American and West Indian colonies.

Three Bills have been sent in by Royal message to the Second Chamber for this salutary purpose, containing provisions adapted to the condition or necessities of the several settlements involved, yet having their main features in common.

As these documents are of considerable length, and are preceded by a full exposition framed by the Colonial Minister in the Dutch language, I have not thought it desirable at this stage to submit them to your Lordship *in extenso*. It will be my duty to do so when they have been subjected to discussion and modification, and have obtained the force of law.

I confine myself at present to a brief outline of the contemplated laws.

The first provides for the abolition of slavery in the colony of Surinam; the second abrogates the same institution in the islands of Curaçoa, Bonaire, Aruba, St. Eustatius and Saba; the third completes the work of emancipation in the Netherlands portion of St. Martin.

---

* Class B, presented 1860, No. 93.

† Nos. 68 and 69.

All three recognize the principle of indemnity to the slave proprietors, and impose upon the liberated negro, the obligation of self-supporting and profitable labour. The emancipation will be general and summary. It will take effect within six months after the promulgation of the new law in the several colonies.

The amount of compensation to be awarded is regulated first by the colony itself, for in some colonies the value of negro labour is higher than in others, and secondly in Surinam by the character of labour to which the slave is legally appropriated, for the sugar plantation slave is rated higher than the negro employed in domestic or miscellaneous work, while the latter is rated above the slave held upon coffee, cacao, and cotton plantations, or on woodlands.

The compensation is to be awarded at so much per head over all, without distinguishing the various categories of sex and age.

Of the sums prescribed, I am no competent judge. The estimate is higher in Surinam, than in the West Indian islands. The highest compensation to be awarded in Surinam for the most valuable class of field hands is 450 florins, or 38*l.* 9*s.* per head; the lowest in the islands is 200 florins, or 17*l.* 1*s.* 10*d.* The money is to be paid, one-third on the spot in local currency, and two-thirds by bills on the Colonial Department in the Netherlands payable thirty days after sight, except in the smaller is lands, where the indemnity will be liquidated in specie.

The whole number of slaves to be emancipated and redeemed is estimated at 46,093, exclusive of the negroes on the Dutch portion of St. Martin, whose number is not specified.

The whole sum to be paid from the Treasury of the mother country for this object is 16,144,450 florins, or 1,379,867*l.* 10*s.* 5*d.*

In their new condition, the emancipated negroes will be recognized as freemen enjoying the benefits, and subject to the restrictions of the common laws of the colony they inhabit, save where they are specifically affected by regulations to be devised for their particular welfare, regulations which are to be framed by the local authorities, with the assent of the Home Government, which will be promulgated by Royal Authority, though communicated to the States General, and which will be temporary in their character.

The chief apprehension of the Netherlands Government, and one partly justified by experience elsewhere, is that the negro will abstain from regular labour, and thus degrade himself, and impoverish the colony he inhabits. It is, therefore, stringently asserted in the laws referred to, that the free negroes will be made responsible for their own support, for the maintenance and education of their offspring, and for the sustenance of the widows, orphans, aged and sick of their class. Mendicity and vagrancy will be severely punished.

The emancipated negroes will be held to complete the work of the current year, or the plantations to which they belong, with reasonable wages.

The Government will take measures with the view of keeping the negroes on the grounds on which they are now settled, and binding them by temporary labour contracts to their previous masters. Where this is not practicable, they will be transported elsewhere and provided with employers, or put out to service of various kinds, still under the control and protection of the colonial authorities.

Where the negroes cannot be conveniently appropriated for plantation labour, or bound to individual service, they may be formed into separate "corporations," at the discretion of the Colonial Government, and subject to its orders.

Finally, the emancipated negroes will be held liable to service for the public peace and defence, and for the construction of public works on the demands of the state for competent remuneration.

No. 66.

Lord Napier to Lord J. Russell.—(*Received July* 13.)

(Extract.) *The Hague, July* 11, 1860.

THE Bill for the abolition of Negro slavery in the West Indian colonies, has been unfavourably reported on by the sections of the Chamber, and the Chamber itself will probably not be better inclined to it.

NETHERLANDS. (*Consular*)—*Rotterdam.*

No. 67.

Consul Sir R. Turing to Lord J. Russell.—(Received November 16.)

(Extract.) *Rotterdam, November* 14, 1860.

I HAVE the honour to hand your Lordship by the present the translation of a letter which has been forwarded to me by a merchant in this city, who is extensively engaged in the trade with the coast of Africa, referring to the increase which has taken place in the Slave Trade since the accession of the young King of Dahomey.

Inclosure in No. 67.

Letter relating to the Slave Trade on the West Coast of Africa.

(Translation.) *Grand Popo, October* 5, 1860.

THE young King of Dahomey before ascending the Throne was about to proceed on three campaigns, that is to say, he was about to attack and plunder the small villages, carrying away the younger negroes for sale, and sacrificing as usual the old and infirm.

The new King has done a good deal in this line of business already, and has so effectually raised and excited the population along his route to Abbeokuta that for the present there is no prospect of peace.

The Slave Trade at the same time has, moreover, been lately going on so smoothly that they do not require any other trade. During the last six months there have been some 3,000 slaves shipped at Whydah, of which some 1,200 were shipped on board a steamer.

If this continues, legitimate trade will diminish still more. Wars and disturbances will gradually increase, owing to their being a market for the prisoners, which alone is sufficient to stimulate a war.

Formerly there was money as well as palm oil to be obtained; but now the greatest traders have commenced the Traffic in human flesh.

Each vessel is loaded on joint account, and at the mutual risk of the crew, by which the loss, in the event of failure, is not heavy, and it is said that if one out of three shipments succeeds, it is still a profitable operation.

It is also said that the young King is only commencing a regular system of slave-hunts.

NETHERLANDS. *(Consular)—Surinam.*

No. 68.

Consul Munro to Lord J. Russell.—(Received April 11.)

My Lord, *Surinam, March* 15, 1860.

ON the 26th of February I had the honour of receiving your Lordship's despatch dated January 27,* relative to the referring for the consideration of the Law Officers of the Crown my report of the 20th October last, regarding the circumstances under which Hugh Wright and certain other British subjects are slave-holders in Surinam, and in compliance with your Lordship's instructions, I have had published in the public newspapers of the colony a notification to the British residents in Surinam, that it is the determination of Her Majesty's Government to enforce the strict provisions of the law 6 & 7 Vict., cap. 98.

Since the publication of the above, an administrator for English property here wished to know if it were allowed by the law, for the purpose of manumitting slaves attached to an estate, to replace them by others, or to take others in exchange for that purpose, which in my estimation is forbidden as coming under the term of barter, and such I gave the party to understand.

I have, &c.
(Signed) D. C. MUNRO.

No. 69.

Lord J. Russell to Consul Munro.

Sir, *Foreign Office, April* 30, 1860.

I HAVE received your despatch of the 15th ultimo, reporting that, in reply to a question put to you by the administrator of an English property in Surinam, you had stated that you considered it illegal, and as coming under the term "barter," to manumit slaves with the view to purchase others, or to take others in exchange for them; and I have to acquaint you that, having referred your despatch for the consideration of the Law Officers, I am justified by their opinion in stating that you are borne out in the view taken by you of this matter.

I am, &c.
(Signed) J. RUSSELL.

No. 70.

Consul Munro to Lord J. Russell.—(Received May 14.)

My Lord, *Surinam, April* 10, 1860.

ON the 26th March I had the honour of receiving your Lordship's despatch dated the 23rd of February,† instructing me specially to warn Mr. Hugh Wright of the penalties which he has incurred by his further violation of British law, which I have communicated to him.

I have, &c.
(Signed) D. C. MUNRO.

---

* Class B, presented 1860, No. 98.

† Ibid. No. 100.

No. 71.

Consul Munro to Lord J. Russell.—(*Received July* 13.)

My Lord, *Surinam, June* 8, 1860.

I HAVE the honour to acknowledge receipt of your Lordship's despatch dated the 30th April, with regard to the manumitting of slaves by the replacing of them with others being looked upon as barter, and therefore forbidden by law.

I have, &c.
(Signed) D. C. MUNRO.

No. 72.

Lord Wodehouse to Consul Munro.

Sir, *Foreign Office, October* 23, 1860.

I AM directed by Lord John Russell to inform you that his Lordship has consulted the Lords Commissioners of Her Majesty's Treasury and the Law Officers of the Crown upon your despatch of the 16th February last,* in which you report that Mrs. Charlotte Gray, a British subject resident in London, and the widow of Mr. Thomas Gray, has recently become the purchaser of an estate in Surinam, to which are attached 85 slaves.

I am now to state that you Lord John Russell is of opinion that, in order to fix Mrs. Gray as the purchaser of the 85 slaves in question, it would be necessary to prove that Mr. H. J. Blanche, the actual purchaser, had the authority of Mrs. Gray to purchase, or direct or procure the purchase on her account, and that Mr. Fraser acted under such instructions in the orders he gave to Mr. Blanche. There seems to be no moral doubt of any of these facts; but in a criminal Court they could not be established without the direct testimony of Mr. Fraser, at least, and the evidence of Mr. Blanche would, if not absolutely necessary, be desirable. These persons would, under any circumstances, be unwilling witnesses; and as they reside out of Her Majesty's dominions there is no means of compelling their attendance to give evidence in this country.

Under existing circumstances, therefore, Lord John Russell is of opinion that no present steps can be taken to enforce the law against Mrs. Gray in connection with the purchase of the 85 slaves.

I am, &c.
(Signed) WODEHOUSE.

---

* Class B, presented 1860, No. 102.

PORTUGAL.

No. 73.

Sir A. Magenis to Lord J. Russell.—(*Received April* 2.)

My Lord, *Lisbon, March* 19, 1860.

AT an interview which I had with the Duke of Terceira on the 17th instant, I read to his Excellency the substance of your Lordship's despatch to me, of the 6th of this month,* respecting the claim of Senhor Pamplona for the detention of the Portuguese launch "Barboleta," by Commander Hewett, of Her Majesty's ship "Viper."

His Excellency requested me to furnish him a copy of that despatch, which I informed him I was instructed to do should he desire it, and with that request I have this day complied.

I have &c.
(Signed) ARTHUR C. MAGENIS.

No. 74.

Sir A. Magenis to Lord J. Russell.—(*Received April* 2.)

My Lord, *Lisbon, March* 24, 1860.

WITH reference to your Lordship's despatch of the 13th instant,† received on the 22nd, I have the honour to inclose herewith copy of the note which, in obedience to your Lordship's instructions I addressed to the Duke of Terceira, communicating to him copies of Admiral Grey's letter and its inclosure, and embodying the substance of the Cape Commissioners' despatches.

In thus carrying out your Lordship's instructions I have confined myself to stating the facts which have immediate reference to the Portuguese possessions.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 74.

Sir A. Magenis to the Duke of Terceira.

M. le Ministre, *Lisbon, March* 23, 1860.

IN compliance with the instructions received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to bring to your Excellency's notice facts contained in the reports of Her Majesty's Commissioners at the Cape of Good Hope, which, in the opinion of Her Majesty's Government, leave no room for doubting the fact that the Slave Trade has been extensively carried on from the Portuguese possessions, and that the Portuguese Governor of Ibo, as well as the authorities on other parts of the coast, have connived at the Traffic.

---

* Class B, presented 1860, No. 131.

† Ibid., No. 132.

Her Majesty's Commissioners state in their report of January 16th, 1860, that from Ibo alone it had been ascertained that before the month of August last four vessels had taken off full cargoes to Cuba, and that other vessels from the same quarter were expected, one of which had been taken before she had shipped her cargo. From Quillimane negroes were also exported, at the rate, it was said, of a cargo every month, for the supply of the French settlements.

In such transactions it is next to impossible to obtain direct evidence of the complicity of the Portuguese authorities; but it is difficult not to attach some credit to the report that the Governor of Ibo receives a fee of ten dollars for each negro shipped from the district under his jurisdiction, which he shares with the other subordinate authorities, without whose knowledge and connivance it would seem impossible that the Traffic could be carried on.

In the month of December last, a brig, with no other indication of nationality than a crew of thirty-three Spaniards, was taken by Her Majesty's ship "Lyra" off Ibo, and I inclose herewith a copy of the report of the Honourable Sir Frederick Grey, Commanding Her Majesty's naval forces at the Cape of Good Hope, to the Commissioners, and of an extract of the despatch of the Commander of the "Lyra" reporting that capture, which he believed to be the Belgian brig "*Rubens*," of Antwerp.

Commander Oldfield states in his despatch, that the Portuguese Government of Ibo had even gone so far as to send the pilot to move the said brig from the anchorage off Ibo to that off the north point of Matinio.

In bringing the above facts to your Excellency's notice, I am instructed to state that Her Majesty's Government feel assured that the Government of His Most Faithful Majesty will take immediate steps for the investigation of the circumstances reported by Admiral Grey and the Cape Commissioners, with a view to the removal and punishment of those officers who may be proved to have engaged in or to have connived at the Traffic in Slaves.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 75.

Sir A. Magenis to Lord J. Russell.—(Received April 2.)

My Lord, *Lisbon, March* 24, 1860.

WITH reference to my despatch of the 19th instant, I have the honour to inclose herewith translation of a note which I have since received from the Duke of Terceira, informing me that the circumstances attending the detention of the Portuguese launch "Barboleta," and its conveyance to Loanda by Captain Hewett, of Her Majesty's ship "Viper," have been referred to the Minister of Marine, whose reply will be duly transmitted to me.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 75.

The Duke of Terceira to Sir A. Magenis.

(Translation.) *Palace, March* 20, 1860.

I HAD the honour to receive the note which you were pleased to address to me under date of yesterday, making known to me a despatch from Lord John Russell, dated the 6th instant, relating to the detention of the Portuguese launch "Barboleta," and its conveyance to Loanda by order of Captain Hewett, of Her Majesty's ship "Viper." Having communicated the substance of your note and of the said despatch to the Minister of Marine, I await his Excellency's reply, which I will duly transmit to you.

I renew, &c.
(Signed) DUKE OF TERCEIRA.

No. 75A.

Lord J. Russell to Sir A. Magenis.

(Extract.) *Foreign Office, April* 7, 1860.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioners at the Cape of Good Hope,* reporting the condemnation in the Vice-Admiralty Court of that colony of three slave-vessels which were captured in the neighbourhood of the Portuguese possessions on the East Coast of Africa.

No. 76.

Sir A. Magenis to Lord J. Russell.—(Received May 11.)

My Lord, *Lisbon, May* 4, 1860.

WITH reference to your Lordship's instructions contained in your despatch of the 14th ultimo, with which I complied by addressing a note under date of the 23rd ultimo to the Portuguese Government, inclosing a list of Her Majesty's ships employed in the suppression of the Slave Trade on the Cape of Good Hope and West Coast of Africa station, with the names of their Commanding Officers, and officers second in command, I have now the honour to inclose herewith, translation of a note dated the 30th ultimo, which I have received from M. Casal Ribeiro, thanking me for this information, and acquainting me that he has transmitted to the Minister of Marine for his guidance a copy of the list of those vessels.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 76.

Senhor Ribeiro to Sir A. Magenis.

(Translation.) *Palace, April* 30, 1860.

I HAVE the honour to acknowledge the receipt of your note of the 23rd instant, informing His Majesty's Government, in accordance with your instructions, of the vessels of the British Royal Navy whose Commanders were authorized to act, under the provisions of the Treaty of 3rd of July, 1842, between Portugal and Great Britain, in the suppression of the Slave Trade, on the Cape of Good Hope and West Coast of Africa stations.

In thanking you for this information, I have to acquaint you, that on this day I transmit to the Minister of Marine a copy of the list of those vessels for his guidance.

I avail, &c.
(Signed) JOSE MARIA DO CAZAL RIBEIRO.

No. 77.

Sir A. Magenis to Lord J. Russell.—(Received May 11.)

My Lord, *Lisbon, May* 4, 1860.

WITH reference to my despatch of the 24th of March last,† I have the honour to inclose, herewith, copy and translation of a note dated the 30th ultimo, which I have received from M. Casal Ribeiro, informing me that fresh instructions have been issued by the Minister of Marine to the Governor-General of the province of Mozambique, to make himself acquainted with certain Slave Trade transactions, said to have been carried out in various parts of the Eastern Coast of Africa, and to adopt the measures already suggested to him, and with which your Lordship was made acquainted by Mr. Howard's despatch of the 14th December last.

---

* Class A, No. 19.

† No. 74.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 77.

Senhor Ribeiro to Sir A. Magenis.

(Translation.) *Palace, April* 30, 1860.

WITH reference to the note which you addressed to this department, under date of 23rd March last, relative to certain Slave Trade transactions said to have been carried out in various parts of the Eastern Coast of Africa, I have the honour to acquaint you that the Minister of Marine, in a despatch of the 21st instant, informs me that on the same day fresh instructions were issued to the Governor-General of the province of Mozambique, in order to make himself acquainted with this affair, and to take the measures which have already been suggested to him, and of which you were informed under date of the 12th December last.

I renew, &c.,
(Signed) JOSE MARIA DO CAZAL RIBEIRO.

No. 78.

Sir A. Magenis to Lord J. Russell.—(Received August 2.)

My Lord, *Lisbon, July* 25, 1860.

I HAVE the honour to acknowledge the receipt on the 21st instant, by the steam-packet "Sultan" of your Lordship's despatch dated the 11th instant,* together with its inclosure, and to inform your Lordship that I have this day, in compliance with your instructions, addressed a note to the Portuguese Minister for Foreign Affairs, inclosing to his Excellency a copy of that despatch, and of the correspondence respecting emigration from Canton.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

No. 79.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, November* 23, 1860.

I TRANSMIT to you herewith an extract of a report from Commander Oldfield, of Her Majesty's ship "Lyra," † reporting upon the Slave Trade in the Mozambique Channel, by which it will be seen that slaves in considerable numbers continue to be exported from the Portuguese dominions on the East Coast of Africa.

I have to instruct you to make known this fact to the Portuguese Government.

I am, &c.
(Signed) J. RUSSELL.

No. 80.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, December* 8, 1860.

I TRANSMIT to you herewith an extract of a report from Captain Crawford, of Her Majesty's ship "Sidon," ‡ which has been communicated to me by the Admiralty, relative to the Slave Trade carried on from the Portuguese possessions on the East Coast of Africa.

By the last mail from the Cape of Good Hope Her Majesty's Government received intelligence of the capture of two slave-vessels in the Mozambique Channel, one of them with upwards of 700 slaves on board, and all the accounts received during the present year from sources that can be relied on, and totally unconnected with each other, tend to show that the Slave Trade has been carried on to a considerable extent from the Portuguese possessions in the Mozambique, and with the connivance of the Portuguese authorities.

---

* See No. 57. † Class A, No. 60. ‡ Ibid., No. 62.

Her Majesty's Government are well aware that this Traffic is carried on contrary to the wishes and in defiance of the strict orders of His Most Faithful Majesty's Government; but the fact that slaves are exported in considerable numbers from the Portuguese possessions in the Mozambique, and with the connivance of the Portuguese authorities, is undeniable.

I have to instruct you to address a strong remonstrance to the Portuguese Government on this subject, and you will express the regret of Her Majesty's Government that a Traffic which strikes at the root of all legitimate trade, and which impoverishes and ruins the country from whence the slaves are exported, should still be carried on from the Portuguese territories and connived at by Portuguese authorities.

I am, &c.
(Signed) J. RUSSELL.

No. 81.

Sir A. Magenis to Lord J. Russell.—(*Received December* 13.)

My Lord, *Lisbon, December* 6, 1860.

WITH reference to your Lordship's despatch of the 23rd ultimo, received on the 4th instant by the steam-packet "Alhambra," I have the honour to inclose herewith copy of a note which, in conformity with your Lordship's instructions, I yesterday addressed to the Portuguese Minister for Foreign Affairs, calling his Excellency's attention to the fact that slaves in considerable numbers continue to be exported from the Portugnese dominions on the East Coast of Africa.

I have, &c.
(Signed) ARTHUR MAGENIS.

Inclosure in No. 81.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre, *Lisbon, December* 5, 1860.

HER Majesty's Government have received a report from Commander Oldfield, of Her Majesty's ship "Lyra," upon the state of the Slave Trade in the Mozambique Channel, by which it appears that slaves in considerable numbers continue to be exported from the Portuguese dominions on the East Coast of Africa.

Commander Oldfield states that, to his certain knowledge, two cargoes were landed at Mohilla on or about the 20th of June last, one at Comoro about the same time, and one at Boyanna Bay, and that of these four cargoes of slaves two came from Angoxa and one from Mikandanny Bay. It is further stated that one, if not two, vessels have obtained cargoes between Ibo and ten miles north of Cape Delgado since the month of February of this year.

I have accordingly been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to bring the above statements to the knowledge of His Most Faithful Majesty's Government, in the hope that they may receive the consideration which they merit.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 82.

Sir A. Magenis to Lord J. Russell.—(*Received December* 22.)

My Lord, *Lisbon, December* 15, 1860.

I HAVE the honour to acknowledge the receipt, on the 14th instant, by the steam-packet "Magdalena," of your Lordship's despatch dated the 8th instant, and beg to inclose herewith copy of note which, in obedience to the instructions contained therein, I yesterday addressed to M. d'Avila, remonstrating with the Portuguese Government on the continuation of the Slave Trade on the East Coast of Africa.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 82.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre, *Lisbon, December* 14, 1860.

I HAVE the honour to transmit herewith to your Excellency an extract of a Report from Captain Crawford of Her Majesty's ship "Sidon," addressed to the Admiralty relative to the Slave Trade carried on from the Portuguese possessions on the East Coast of Africa.

By the last mail from the Cape of Good Hope, Her Majesty's Government received intelligence of the capture of two slave-vessels in the Mozambique Channel, one of them with upwards of 700 slaves on board; and all the accounts received during the present year from sources that can be relied on, and totally unconnected with each other, tend to show that the Slave Trade has been carried on to a considerable extent from the Portuguese possessions in the Mozambique, and with the connivance of the Portuguese local authorities.

Her Majesty's Government fully believe that this traffic is carried on contrary to the wishes and in defiance of the strict orders of His Most Faithful Majesty's Government, but the fact that slaves are exported in considerable numbers from the Portuguese Possessions in Mozambique, and with the connivance of the Portuguese local authorities, does not admit of doubt. I am therefore instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to express to your Excellency the deep regret of Her Majesty's Government at learning that a traffic which strikes at the root of all legitimate trade, and which impoverishes and ruins the country from whence the slaves are exported, should still be carried on from the Portuguese territories and connived at by Portuguese authorities.

Her Majesty's Government, therefore, sincerely trust that His Most Faithful Majesty's Government, with such facts before it, will not fail to take such steps as will effectually put an end to this nefarious traffic, so contrary at the same time to the true interests of their Colonial Possessions.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

SPAIN.

No. 83.

Lord J. Russell to Sir A. Buchanan.

Foreign Office, April 7, 1860.

Sir,

I TRANSMIT, herewith, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Consul-General at the Havana, on matters relating to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 84.

Sir A. Buchanan to Lord J. Russell.—(Received April 30.)

Madrid, April 16, 1860.

My Lord,

I HAVE had the honour to receive your Lordship's despatch of the 7th instant, inclosing, with other documents, a report from Mr. Consul-General Crawford, explaining that the steamer "Colon," stated in his despatch of the 8th February last, to have left the Havana without a clearance, after the Captain-General had promised to have her watched, in consequence of its being known that she was fitted out for the Slave Trade, had not proceeded to the Coast of Africa, but had merely sailed on a trial trip previously to being sold to the Miramon Mexican Government; and I have addressed a note, of which I inclose a copy, to M. Calderon Collantes, rectifying the statement which I made to his Excellency with respect to this vessel in the memorandum, of which I transmitted a copy to your Lordship in my despatch of the 30th November last.

I have availed myself at the same time of the opportunity to call his Excellency's attention to the information contained in Mr. Consul-General Crawford's despatches of the 25th February and of the 5th March last, respecting the capture of the "*Tavernier*," a slaver fitted out at Cardenas, and the return of the supercargo of that vessel to Cuba in another slaver, which, according to information received from him, landed 600 Bozals at Guantamano.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 84.

Sir A. Buchanan to Señor Collantes.

Madrid, April 15, 1860.

Sir,

IN a memorandum upon the Cuban Slave Trade which I had the honour of placing in your Excellency's hands on the 16th ultimo, it was stated that a steamer formerly the "Colon," had sailed from the Havana without being cleared from the custom-house, although she had been denounced by Her Majesty's Consul-General to the Captain-General as being equipped for the Slave Trade, and his Excellency had consequently promised, that she should be placed under the surveillance of the Captain of that port.

---

* Class B, presented 1860, Nos. 237, 238, and 239.

I lose no time, therefore, in acquainting your Excellency that the Government of the Queen my Sovereign have received a subsequent report from Mr. Crawford, correcting his previous statement respecting this vessel, and explaining that she had not proceeded to the coast of Africa, but had merely left the harbour on a trial trip, previously to her being sold, as she afterwards was, to the Miramon Government of Mexico, under the name of the "Marquis of the Havana." It appears, however, that the Mexican officers who took her over from her Spanish owners have stated that she was fully equipped for the Slave Trade, and that she had been sold in consequence of her owners being aware that she was under the surveillance of the authorities.

I may take this opportunity of informing your Excellency that Her Majesty's Government have reason to believe that a new impulse has been given to the Cuban Slave Trade, by the decree which has lately been published in Cuba, prohibiting the introduction of Asiatics into the island from and after the 1st of January, 1861, and that several vessels had sailed for the coast of Africa, from the Havana and other ports.

I have also the honour to inform your Excellency that Her Majesty's ship "Viper" captured the American brig "*Tavernier*," off the coast of Africa on the 4th of November last, with 518 slaves on board, but without national colours or papers, and that the "*Tavernier*" had been fitted out by parties in Cardenas, from which port she had sailed for Africa. The master and crew, or at all events the supercargo and part of her crew, after being landed on the coast of Africa, returned to Cuba in a slaver, which succeeded in landing 600 Bozals at Guantamano in the first weeks of January, but though the information respecting these slaves was received by Her Majesty's Agents in Cuba, from the supercargo in question, when the Captain-General caused an official inquiry to be instituted into the circumstances, he was no longer to be found, it being pretended that he had left the island.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 85.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, May* 5, 1860.

WITH reference to your despatch of the 16th ultimo, I have to acquaint you that I approve the note which you addressed to Señor Collantes embodying Mr. Crawford's explanations with regard to the steamer "Colon" which was reported to have cleared from Havana on a slave-trading expedition.

I am, &c.
(Signed) J. RUSSELL.

No. 86.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, May* 5, 1860.

WITH reference to my despatch of the 7th ultimo, I inclose for your information copies of further despatches, as marked in the margin,* which I have received from Her Majesty's Consul-General at the Havana on matters relating to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 87.

Sir A. Buchanan to Lord J. Russell.—(Received May 15.)

(Extract.) *Madrid, May* 10, 1860.

I UNDERSTAND from Señor Calderon Collantes that the answer of the Spanish Government to the proposal conveyed to them in your Lordship's despatch of the

---

* Nos. 111 and 113.

11th February last, is now ready, and will probably be transmitted to M. Isturiz by the Spanish messenger who leaves Madrid for London this day.

His Excellency says that his answer will decline positively to discuss in Conference the complaints which Her Majesty's Government have from time to time made against the Spanish Government, as to the manner in which the stipulations of the Treaty between Great Britain and Spain for the suppression of the Slave Trade have been carried out, as that question in his opinion can only be treated with propriety between the two Governments; but Her Catholic Majesty's Government will, I understand, instruct M. Isturiz to receive, in common with his colleagues named in your Lordship's despatch, any suggestions which you may think fit to make of a general character, with a view to rendering more efficient the measures at present employed for the suppression of slave-trading. M. Calderon, however, thinks that this object would have been better, and more promptly attained, if your Lordship had communicated to the different Governments, previously to the proposed Conference, the nature of the proposals which you will have to submit to their Representatives when they meet in London.

No. 88.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, May* 17, 1860.

I TRANSMIT to you, herewith, a copy of a despatch from Mr. Skelton,* Her Majesty's Judge in the Mixed Commission Court established at Sierra Leone under the provisions of the Treaty of June 1835, between this country and Spain for the suppression of the Slave Trade, inclosing copies of a correspondence which has passed between Mr. Skelton and his Spanish colleague, relative to a request on the part of the latter, that M. Alphonse Seignac Lesseps should be acknowledged as Arbitrator on the part of Spain in the British and Spanish Mixed Commission Court, whenever the duties of Acting Judge may from any cause devolve upon M. Bermudez, the Spanish Arbitrator in that Court.

I inclose also a copy of a further despatch from Mr. Skelton,† reporting the decease of his colleague, Colonel Carvalho, the Spanish Judge, and in communicating this melancholy intelligence to the Spanish Government, you will at the same time state, that you will shortly receive instructions as to the question which has been raised with respect to the Spanish Arbitrator.

I am, &c.
(Signed) J. RUSSELL.

No. 89.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, June* 5, 1860.

I TRANSMIT, herewith, for your information copies of despatches, as marked in the margin,‡ which I have received from Mr. Crawford, Her Majesty's Consul-General at Havana, relative to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 90.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, June* 12, 1860.

I INCLOSE for your information the accompanying copy of a despatch from Mr. Crawford,§ Her Majesty's Consul-General in Cuba, containing information relative to a Company which is established in that island for carrying on the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

---

* Class A, No. 1. † Ibid. No. 2. ‡ Nos. 115, 116, 117, and 118. § No. 121.

No. 91.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, June* 14, 1860.

I TRANSMIT herewith, for your information, copies of two despatches from Mr. Crawford, Her Majesty's Consul-General in Cuba,* containing information relative to the Slave Trade carried on in that island.

I am, &c.
(Signed) J. RUSSELL.

No. 92.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, June* 21, 1860.

I TRANSMIT herewith, for your information, copies of despatches, as marked in the margin, from Mr. Crawford, Her Majesty's Consul-General in Cuba,† containing information respecting the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 93.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, June* 30, 1860.

I TRANSMIT to you herewith, for your information, a copy of a despatch from Mr. John V. Crawford, Her Majesty's Acting Consul-General in Cuba,‡ reporting the capture of a schooner with 450 Bozal negroes, by a Spanish guarda costa.

I am, &c.
(Signed) J. RUSSELL.

No. 94.

Lord J. Russell to Mr. Edwardes, July 11, 1860.

[See despatch of same date to Earl Cowley, *ante* No. 57.]

No. 95.

Mr. Edwardes to Lord J. Russell.—(Received July 16.)

My Lord, *Madrid, July* 9, 1860.

IN conformity with the instructions, I have pointed out to M. Calderon Collantes the irregularity of M. Lesseps' appointment to the post of Spanish Arbitrator at Sierra Leone, adverting to the express stipulations of Annex B, Article IX, Paragraph 4 of the Treaty between this Country and Spain, of June, 1835. His Excellency told me that, as he was upon the point of naming a successor to the late M. Carvalho, there would be no necessity for the Commission availing itself of M. Lesseps' services.

I have, &c.
(Signed) R. EDWARDES.

---

* Nos. 119 and 120.

† Nos. 122, 123, and 124.

‡ No. 126.

No. 96.

Mr. Edwardes to Lord J. Russell.—(Received July 16.)

My Lord, *Madrid, July* 10, 1860.

I HAVE the honour to transmit in translation a note that I have received from M. Calderon Collantes, inclosing the sentence passed in the tribunals of Puerto Rico, upon the parties concerned in the landing of slaves from the bark "*Majesty*," as well as upon the officers and crew of that vessel.

I have, &c.
(Signed) R. EDWARDES.

Inclosure 1 in No. 96.

Señor Collantes to Mr. Edwardes.

(Translation.)
Sir, *Palace, July* 5, 1860.

THE General Direction of the Colonies has transmitted to this office various documents relative to the disembarkment on the shore of Humacao (Puerto Rico) of a certain number of Bozal negroes proceeding from the bark "*Majesty*," to which the notes from your Legation, dated the 21st of May, the 3rd of June, and the 7th of August last referred. In the first instance, the result of the measures taken by order of the Government was, that the Captain-General of the island of Puerto Rico discharged from their respective posts the Provisional Commandant of the department, the Magistrate in commission, and the officer of the custom-house, owing to some indications which, besides their not being able to justify themselves, made them appear little zealous in the discharge of their duty.

The matter having been afterwards submitted to the decision of the tribunals, the definitive sentence, of which I have the honour to transmit to you a copy herewith, was the result, from which it appears that thirty-two of the crew or the sailors have been condemned to four years' imprisonment, which they are now undergoing, except six, who by their death have avoided the sentence; and with respect to the two who called themselves captains or officers, they have been condemned by default to six years of the same punishment, in accordance with the law. The sale of the effects found on board, and of the ship itself, was likewise agreed upon, and the emancipation of the 628 negroes disembarked from the said brig was declared.

After what has been stated the Government of the Queen, my august Sovereign, flatter themselves that Her Britannic Majesty's Government will recognise, in everything relating to this subject, the earnest desire of Her Majesty's Government to punish severely the perpetrators of such-like crimes, and also the support and protection they afforded to those unhappy beings, victims of such illegal traffic, whose emancipation they hasten to decree.

I avail, &c.
(Signed) CALDERON COLLANTES.

Inclosure 2 in No. 96.

Sentence in the case of the barque "Majesty."

(Translation.) *Puerto Rico, September* 12, 1859.

IN view of the criminal action brought against Don Juan Nuñell y Correos, Manuel Jordan, Bonifacio Norzagaray, José Vecino, Manuel Decastro, José Gonzalez, Daniel Amit, Bartoomé Lopez, Francisco Rogers, Bartolomé Ferrer, Ignacio Labilva, Francisco Antonio Varela, José Rodriguez, Tomas Ureña, José Cortes, Fernando Domingo Gutierrez, José Silva, Vicente Rodriguez, ó sea Juan Antonio Malde, Casimiro Fernandez, Juan Antonio Gonzalez, Francisco Ignacio, Domingo Serrano, Juan Ramonde, Pedro Rovira, Antonio Villamil, Enrique Eton, Nicolas Lovis, José Rentel, Antonio Mayol, Luis Romeo, José Bernardo, y Alexandro Yorea, for the unlawful commerce in African negroes. The result being that the said negroes and accused were captured on the brig "*Majesty*," without its having been ascertained whether any one of the crew was an officer of the ship, nor who were mere passengers. In conformity with the Fiscal, Señor Medina being prosecutor, the above-named, Don Juan Nuñell, Manuel Jordan, Bonifacio Norzagaray, José Vecin Manuel Decastro, José Gonzalez, Daniel Amit, Bartolomé Lopez, Francisco Roger Bartolomé Ferrer, Ignacio Labiloa, Francisco Antonio Varela, José Rodriguez, Tomas

Ureña, José Cortes, Fernando Domingo Gutierrez, José Silva, Vicente Rodriguez, ó sea Juan Antonio Maldes, Casimiro Fernandez, Juan Antonio Gonzalez, Francisco Ignacio, Domingo Serrano, Juan Ramonde, Pedro Rovira, Antonio Villamil, Enrique Eton, Nicolas Lovis, José Renter, Antonio Mayol, Luis Romeo, José Bernardo, and Alexandro Yorea have been condemned to four years' imprisonment in the prison of this fortress, and to pay the costs, for which the effects found on board and the ship itself will be sold, as is prescribed by Article VI of the law of the 2nd of March, 1845, previous information having been given by the Supreme Tribunal to the Government of Her Majesty, authorizing the seizure by the Government officers of 628 negroes, who were declared free by the same. The remaining accused, namely, Jorge Guillen, Juan Quiros, Miguel Sierra, Cayetano Muñoz, Ezequiel Aceval, and Francisco Ramirez having died, the sentence being void as regards them.

The fugitives, Don Juan and Don Carlos, being supposed the officers of the ship, are condemned to six years' imprisonment in the same above-mentioned prison of the fortress, and to pay the costs of their separate trial.

The acquittal of the 18th of January, respecting Joaquin Olivera, is approved, it having been communicated to the Judge of Mayaguez.

Signed by the three Auditors MEDINA.
GOYENA MATO.
FRANCISCO SORIANO.

Sentence of the 2nd Instance.

Puerto Rico, November 7, 1859.

In conformity with what has been stated by the Fiscal, the substitute Señor Buron Sierra being prosecutor, the sentence of the 12th September last is wholly confirmed; and, with reference to what was stated in the 1st Article of the Royal Order of the 5th of the said month of September last, which confers on this higher tribunal the power of declaring free the Bozal negroes captured in colonial provinces, the 628 negroes disembarked from the brig "*Majesty*" are declared to be free, according to the official note of volume 74, and let the Governor be informed of this determination, according to the 2nd Article of the said Royal Order, and let it be executed.

Signed by the three Auditors GOYENA MATO.
BURON SIERRA, *Substitute.*
NICOLAS DEL CASTILLO.

No. 97.

Mr. Edwardes to Lord J. Russell.—(Received August 1.)

My Lord, *San Ildefonso, July* 20, 1860.

I HAVE the honour to transmit to your Lordship, in translation, a Decree which has appeared in the Official Gazette, regulating the introduction and discipline of Chinese labourers into the Island of Cuba.

M. Calderon Collantes says, that this measure has been necessitated by the paucity of hands to cultivate the land; and he hopes Her Majesty's Government will see, from this circumstance, that the importation of slaves into that island has considerably diminished, and that the Spanish Government are using their best endeavours to put a stop to the nefarious Traffic.

I have, &c.
(Signed) R. EDWARDES.

Inclosure in No. 97.

Royal Decree.

(Translation.) *Ministry for War and the Colonies.*

WISHING to afford the agriculture of the Island of Cuba the labourers necessary for preventing any decrease of prosperity, and considering that the introduction of Chinese labourers is a measure attended with less inconvenience than any of the attempts hitherto made in that province, in conformity with what is proposed by the Minister for War and the Colonies, and in agreement with the opinion of the Council of Ministers, and after hearing that of the Council of State, I give my approval to the following regulations for the introduction and discipline of the Chinese labourers in the said island.

Rules for the introduction of Chinese Labourers into the Island of Cuba.

CHAPTER I.—*Respecting the introduction of the Labourers.*

Article 1. The introduction of Chinese labourers into the Island of Cuba, is authorized in conformity with the orders of the present regulations.

Article 2. Every importer of Chinese, must have a consignee in the Island of Cuba, who must be a known landed proprietor either resident in the same or a merchant established there. Societies with shares cannot hold this agency: those which by their statutes have the legal right of devoting themselves to this undertaking, will be obliged, notwithstanding, to name a consignee with the above-mentioned qualities, even although the Havana may be the place of residence of the said companies.

Article 3. The consignee, mentioned in the preceding Articles, is directly responsible for any failure in carrying out the orders of the present regulation, as far as concerns the undertaking which he represents, but without affecting the responsibility belonging to the Captain and officers of the ship.

Article 4. The authorized consignee in every Immigration Company, must inform the Governor Captain-General of the Island of Cuba, of the name, size, roll, and Captain of every ship freighted for importation, and of the approximate number of Chinese which it is proposed to carry in her. The Governor Captain-General will immediately publish these declarations in the "Havana Gazette," and will communicate them by the first mail to my Government.

Article 5. The intervention and authorization of the Spanish Consul in China, or of his agents or delegates according to the place of the contract or the embarkation, are requisites absolutely indispensable for enabling the Chinese to be received on the Island of Cuba. The Consul and his agents are directly responsible for the said embarkations and contracts being arranged according to what is prescribed in these regulations.

Article 6. Every contract must contain the following particulars:—

1stly. The age, sex, and place of origin of the Chinaman contracted for.

2ndly. The time that the contract has to last.

3rdly. The salary, and the kind, quantity, and quality of the nourishment and clothing he is to receive.

4thly. The obligation to give him medical assistance during illness.

5thly. Whether the salary ceases when the labourer falls ill from some cause, not emanating from his labour, or independent of the will of the master.

6thly. The number of hours during which the Chinaman engages to work every day, stating whether the master has the power of increasing them some days, provided he compensates for this increase by the analogous diminution on others.

7thly. The engagement of the hired labourer to indemnify the master for the hours of work lost through his own fault.

8thly. The engagement of the labourer himself, to subject himself to the discipline of the estate, workshop, or establishment to which he is destined.

9thly. A clause drawn up in these terms, "I, N. N., agree to the stipulated salary, although I know, and am fully aware that that which the free day labourers and the slaves earn on the Island of Cuba is much larger, because I consider that this difference is compensated for by the other advantages which my master affords me, which are those that this contract provides."

10thly. The signatures of the contracting parties, or that of two witnesses in default of that of the labourer.

Article 7. It is an essential condition and must be an express clause in every contract with Chinese, besides those prescribed in the former Article, that the time of his engagement being completed, he cannot remain in the Island of Cuba as a labourer without having made another contract of the same kind, as apprentice or workman under the responsibility of a master, or as being engaged in agriculture, or as a domestic servant guaranteed by his master, in every other case he will have to leave the island at his own expense, being obliged to do so three months after the termination of the contract.

Article 8. Four copies shall be made of the contracts with the Chinese, and the Consular Interpreter shall make three copies in translation. The Consul or his agent shall legalize the four copies, he shall give one back to the representative of the company, and he shall transmit the three remaining, each with its respective translation, one to my Government, and two to the Governor Captain-General of the Island of Cuba, who will keep one copy with its translation, and will give the other to the Chinaman, in order that he may keep it in his power as soon as his intoduction has been declared legal.

Article 9. The person who transmits the Chinese, must make a list in quadruple of those embarked on each ship, stating their sex, age, and other personal features, which he will sign and deliver to the Spanish Consul or his Agent, who shall legalize the four copies, and will return one to the person that sent them, he will keep one, and will transmit the other two directly to my Government, and the Governor Captain-General of the Island of Cuba respectively.

Article 10. Should the labourers be minors, the importers will not be able to make contracts with them without the consent of the person on whom they depend.

Article 11. The importers of labourers will not embark on each ship more than one person for every two tons, it being understood that this space or room must be calculated on the whole space that remains for lodging after the stowal of the cargo.

Article 12. The importers will also be bound—

1stly. To provide the ships with an amount of water and healthy food, proportioned to the number of persons they carry, and the distance they have to travel over.

2ndly. To adopt the necessary precautions, in order to preserve in the said ships the cleanliness and ventilation indispensable for the health of the passengers.

3rdly. To take a physician and medicine chest on board, when the number of persons embarked exceeds forty.

4thly. To subject themselves on their arrival at any port in the island to the sanitary and police regulations in force there.

Article 13. In order to insure the observation of this rule, the labourers cannot be introduced at any port but that of the Havana, except in case of shipwreck or any inevitable accident which may render their arrival and landing at another port imperative.

Article 14. The Spanish Consul in China will give my Government and the Governor Captain-General of the Island of Cuba, detailed information, directly and by the shortest route of every ship which, with this destination leaves those ports carrying Chinese.

Article 15. Within twenty-four hours after the anchoring of every ship importing Chinese, her agent will make, or will be forced to make, a deposit in the Spanish bank in the Havana, of fifty dollars for every one of the Chinese embarked, without prejudice, to what is established in the 3rd Article as a general rule. In default of the Company, that sum remains directly and specially destined to the speedy carrying out of the sanitary measures which the state of the Chinese may require; to their immediate and suitable accommodation and assistance in the case of the company not affording them these; to the pecuniary reparations which may be due to the Chinese for acts that may have happened during the embarkation, or the passage, or at their arrival, and after covering these expenses, to the payment of the fines incurred by the company.

This deposit, or the remainder of it, shall be returned to the company as soon as these preceding responsibilities have been declared wholly or partially satisfied.

Article 16. When from the first examination of the ship's papers it results that the mortality of the Chinese during the passage has exceeded 6 per cent, a special inquiry shall be instituted as to the reason, and according to the result of this inquiry the Governor Captain-General shall impose a corresponding fine, after having heard the Higher Board of Health and that of Public Works, or he will pass it on to the tribunals in order to bring on a trial, if he prosecutes.

Article 17. Within twenty-four hours after the arrival of a ship, or on admission to free pratique, the consignee shall present a list of the labourers on board, mentioning those who may have died during the passage and the causes which led to their death. The Governor Captain-General, in view of the document presented, and after making the inquiries he may think necessary for avoiding all fraud, will allow the landing to take place.

Article 18. Two months after the termination of the contract, the Chinaman must either renew it, taking service as an apprentice or the workman of some known master, or being employed in agriculture, or as a servant, or he must have left the island as is prescribed by the 7th Article, and so successively in proportion as they fulfil their engagements, in case of his not doing this he will be employed as a workman on public works, but only for such time, that after covering his personal expenses, enough may remain over to place him on board ship, with the destination of his own choice, or in failure of that, one chosen by the Governor Captain-General.

Article 19. The repetition of serious abuses on the part of the company, or the manifest insolvency of the consignee or of his representative, will cause the loss of the authorization to continue carrying on this traffic. In the case of insolvency, the Governor Captain-General will direct the company to name another acceptable consignee within the term of two months, and if this is not effected, the notices of freights made by the same will be rejected, and the shipments which arrive will be considered as sent without the formalities required by these regulations.

Article 20. In the fault of a consignation, or of a previous declaration of the freight of a ship, and the probable number of Chinese which it is intended to embark in her; the non-intervention of the Spanish Consul or his agents in the contract and embarkation of the Chinese, and in the fitting out of the ship, and the sentence of the tribunals in serious cases which demand the formalities of a trial, will bring about the loss of all the rights of the company over the Chinese.

Article 21. In the case of the previous Article, the Governor Captain-General will dispose of the landing and lodging of the Chinese at the expense of the Consignee, and will leave them at liberty to make contracts as artisans, labourers, or servants, adopting those measures which will most effectually protect them against the disadvantages of their position.

Article 22. If, at the expiration of two months after the landing, the Chinese shall not have succeeded in obtaining the situations of which the previous Article treats, or shall have at any time manifested the wish not to hire themselves out in the island, the Governor Captain-General shall extract from the company the sum necessary for the re-exportation of all of them, and shall dispose of it freely with the greatest possible guarantees, consulting the wishes of the Chinese as far as he is able.

Article 23. The introducers of Chinese labourers will be able to give them up to other speculators, or to proprietors and private people, with the conditions they think advisable, provided the latter bind themselves to fulfil the contracts entered into with the said labourers, and subject themselves to the prescriptions of these regulations.

Those who give up the Chinese will have a similar power under the same conditions. Any cessions which may be made, changing the conditions of the primitive contracts, will be invalid.

Article 24. As well those who import, as those who make over, will inform the Governor Captain-General of the number of labourers they receive, or make over, within the twenty-four hours following the conclusion of the contract, stating their number, sex, and age, the name of the ship in which they arrived, and the spot where they are going to reside.

Article 25. Note will be taken in the books kept in the political office, of the cessions which are made of Chinese labourers.

Article 26. The residence of the labourers cannot be changed from one spot in the island to another without previously informing the Government.

Article 27. The ships arriving with Chinese women on board, will be exempt from the payment of tonnage dues for the space which these may occupy.

Article 28. The company or its consignee, when failing in the fulfilment of the orders of these regulations, which are not comprised in the foregoing rules, will be punished by the Governor Captain-General, attention being paid to the Royal agreement, by fines of 1,000 to 5,000 dollars, and if they do not pay attention to the security and good treatment of the Chinese, by fines of from 2,000 to 10,000 dollars in this latter case.

Article 29. The fines of which the foregoing Article treats, and the resolutions which the Governor Captain-General may adopt by applying these regulations to individual cases can be appealed against legally before my Government.

Article 30. Without effecting the cases stated in these regulations, and in all those in which the Governor Captain-General imposes the fines established, this authority will forward the proceeding to my Fiscal in that tribunal, in order that if he thinks it his duty, he may give the necessary instructions to the Promoter Fiscal, in order that he may demand in the name of the Chinese, for bringing on the actions against the undertaking.

CHAPTER II.—*Of the obligations and rights which the Workmen and their Masters owe each other reciprocally.*

Article 31. THE Governor, Captain-General of Cuba, shall be the natural protector of the Chinese workmen, and shall perform this charge in the districts by means of his delegates, the Governors or Lieutenant-Governors respectively, who in their turn shall be assisted, without the necessity of a previous demand by the chiefs of districts. These functionaries shall in all cases act under the orders and guidance of the Governors or Lieutenant-Governors.

Article 32. In default of their masters, the labourers shall be defended in their law affairs in the first instance, by the "Promotores Fiscales" of the principal municipalities, and in the second by the Fiscal of my Royal Pretorial Court.

Article 33. The protectors named shall see that the labourers are well treated, and that the contracts are fulfilled; they shall propose to the native protector, the means they may think necessary for their happiness and prosperity, and shall solve at once and without judicial forms, the questions which may arise between the labourers and their masters. If these questions should involve any point of right, the protector shall solve them by a verbal judgment, hearing both parties *in voce*, and with the advice of an assessor.

If the affair was of more importance, it should be decided by the proper persons in conformity with the laws, and according to the precedents established in similar matters.

Article 34. It is understood that on signing and accepting their contracts, the labourers renounce the exercise of all civil rights which may be incompatible with the fulfilment of the obligations that they have contracted, except it is question of some right expressly mentioned in these regulations.

Article 35. The labourers may marry with the consent of their employers.

If an adult labourer intends to marry, and his master should refuse, he may liberate himself from his rule under the conditions prescribed by the 42nd Article, or look out for another master, who will hire him on the same terms.

Article 36. The workmen shall exercise all the authority over their children, they would in their native land, and marital authority over their wives, as far as one and the other are compatible, with the legal condition of the said children and wives.

Article 37. The children of the labourers shall follow the condition of their mothers as long as the contract of the latter shall last, if they are born during its accomplishment, but at eighteen years of age, they shall be perfectly free, even if their mother's contract continues.

The children under age which the women may have at the time of hiring themselves shall follow the conditions, which the mother may have stipulated for. If nothing should have been stipulated, they shall be perfectly free; but they shall have a right to be fed, housed and clothed by the masters of the mothers, under the conditions established for the latter, until they have accomplished their twelfth year.

Article 38. The same right shall be enjoyed by the children of the workmen, under the orders of the masters of their mothers, as long as they follow the condition of the latter; but with the obligation to perform such services for the masters as their age will admit of.

Article 39. The married labourers cannot be ceded to any person who does not take both parties, as also any children which they may have under twelve years of age. The masters also cannot oblige the husbands to live constantly separated from the wives, nor the latter from the children under twelve years of age.

Article 40. The labourers can acquire property, and dispose of that which they possess by onerous or lucrative right, with the understanding that the contracts which they may make, shall not involve any expressed or tacit condition, the accomplishment of which shall be incompatible with the conditions of their contract with their masters.

Article 41. The labourers represented as stated in Article 32, can appear in justice against their masters, and against strangers, represented by their masters, if the latter choose to take their defence upon themselves.

When the master shall decline this charge, or when in a law-suit with a third, he should have interests opposed to those of his labourer, the latter must also be represented, in the first instance by the Promotor Fiscal of the principal municipality, and in the second by the Fiscal of my Royal Court.

Article 42. Labourers who shall have made contracts when under twenty years of age, shall have a right to annul them when twenty-five years old.

Those who shall have made contracts being upwards of twenty-five years old, shall have an equal right after the six years of contract.

The masters shall also have the power of annulling them at the same periods as the labourers.

In no case can the labourer make use of the right granted him by this Article, until after having indemnified his master by his labour, or otherwise for what he owed him.

Article 43. The labourer can at any time ransom himself from the authority of his master, by paying him in cash—

1stly. The amount he shall have paid for hiring him.

2ndly. The sum the labourer himself may owe him for work, or for any other reason.

3rdly. The greater value the services of the labourer may be estimated at by experienced men, since his being in the hands of the master.

4thly. The amount of damages the master may suffer owing to the difficulty of replacing the labourer by another.

The labourer cannot make use of this right, in the time of "Zafra," or other peremptory work permitted on feast days.

Article 44. When a master shall have treated his labourer with severity, or shall have been wanting in the obligations contracted with him, the labourer can complain to the delegated protector, and the letter can annul the contract, if on hearing both parties, he is convinced of the justice of the complaint. The revision in this case shall be granted without the master being indemnified for what he may have paid for the hiring of the labourer, and without hinderance to the civil or criminal action which may be brought by one or the other party.

Article 45. During the days and hours of rest, the labourers may work on their own account in the establishment or country-house where they reside, and if they wished to work out of them, they must previously obtain the permission of the master.

On the same days and hours they may also enjoy honest amusements, which do not interfere with the discipline of the establishment or farm.

Article 46. The labourers shall dispose freely of the produce of their property, and of their labour on the days and hours of rest, but they can establish no retail traffic without the permission of the master.

Article 47. Whenever the labourer wishes to dispose of his own goods, furniture, or moveable property, he shall inform his master of it, and he shall give him the preference over any other purchaser.

Article 48. When the master shall have granted any piece of ground to his labourer, for him to cultivate during the days and hours of rest, the latter shall acquire all the produce of it, unless his master shall have agreed otherwise with him.

Article 49. The labourers cannot go out of the farm or establishment in which they serve, without a written permission from the master or his delegate.

Those found without this document shall be apprehended by the authorities, and reconducted at the master's expense to the place from which they came.

Article 50. When it shall have been agreed on in the contracts, to give the labourers any particular kind of food, or clothes of any particular form or quality, and circumstances shall have arisen to prevent the master providing himself with one or the other; the kind, quality, or form of either may be altered, but not the quantity.

If the labourers do not agree to this alteration, they shall address themselves to their protector, who shall decide on the complaint, conciliating as much as possible the interests of the two parties, but in all cases forming a resolution, which shall satisfy the essential right of the labourers.

Article 51. In whatever terms medical assistance may have been stipulated for, in favour of the labourers, the said assistance shall comprise, not only the attendance of the doctor, but also the medicines and food prescribed by the latter during the illness and convalescence of the labourers.

Article 52. The labourers shall work for their masters, on working days, the number of hours agreed in the contracts.

By working days it is understood for the performance of this Article, all those on which the precepts of the Church do not prohibit working, and which notwithstanding the feast celebrated on them, are expressly authorized as working days by the ecclesiastical authority.

Article 53. In no case, and notwithstanding any stipulation to the contrary, can the masters exact more than at the rate of twelve hours daily work from their labourers.

Article 54. When the right of the master to distribute the number of hours agreed upon with the labourer, in the best manner for his interests, shall have been stated in the contract according to what is stated in No. 6 of Article 6, it shall be understood that the said right is limited, so that the labourer can never be obliged to work more than fifteen hours in one day, and that he shall have at least six consecutive hours of rest either by night or day.

If the said right should not have been stipulated for in the contract, the master shall not be able to exact more hours of work daily than those agreed upon.

Article 55. The labourer shall perform for his master all the lawful services which he may require, unless it should have been agreed upon in the contract, what services he was to perform, to the exclusion of all others.

In this case the labourer can refuse to do other service, than that agreed upon.

A master can also let out the services of the labourers to a third person, whenever the said labourers are of the number of those stipulated in the contract, or when no clause of the said contract opposes it.

Article 56. When the labourer shall be unwell or convalescent, he shall not be obliged to work, until the doctor states that he can return to his duty, without endangering his health.

Article 57. The masters shall pay the stipulated salary to their labourers, in the form and under the conditions of the contract.

Article 58. The labourers shall receive their full salary while sick or convalescent from maladies contracted in consequence of, or by any cause dependant on, the will of the master.

If the malady proceeded from other causes, the workman shall not have such a right, if he shall not have stipulated for it in the contract.

Article 59. The labourer, who according to his contract is to draw a salary during his maladies, proceeding from any causes, shall not be able to exact it however when the malady is occasioned by his own acts executed with malice.

Article 60. For the performance of what is stated in the two preceding Articles, and in the LIst Article, the maladies of the workmen shall be examined by the professional men of the farm or establishment in which they work, and in default by two doctors named by the master. If the labourer does not agree with their opinion, he can address himself to the delegated protector, in order that by his instructions he may be re-examined by two doctors, one named by the labourer and the other by the master, to whose decision both parties must submit, without further appeal. If the doctors named by the master, and the workman disagree between themselves, a third shall be named by the delegated protector, whose opinion shall be decisive.

Article 61. The labourers shall indemnify their masters for the days and hours which they may have lost by their own fault by prolonging their contract the necessary time.

The workman shall enjoy no salary for the days lost through his fault, except the contrary should have been expressly stipulated in the contract.

What is stated in this Article, shall be in force without being an obstacle to the other punishments, which the labourer shall incur by the fault in question.

Article 62. For the execution of what is ordained in the first paragraph of the preceding Article, the owners or persons in charge of farms or establishments, where there are Chinese labourers shall keep account-books, showing the amount of work done by them daily, and the sum paid to them, so that the amount which one of them owed or was to receive could be shown at once, and in the former case show for how long the respective contracts were to be prolonged.

Article 63. The account of work and payments of each labourer, shall be made up at the end of each month, and he shall be made aware of the result in order that if he had any observation to make, he might do so at once, or apply to the protector in case of his not agreeing to the decision of the master.

Article 64. The clause which in conformity with the 6th Article, 8th Paragraph, all contracts ought to contain, obliging the labourer to submit to the discipline of the farm or establishment in which he has to work, and any other which shall oblige him to obey the orders of his master, shall always be interpreted subject to the exception, that the rules and orders given to the labourer, shall not be contrary to other conditions of the same contract, nor to what is stated in these regulations.

Article 65. When a labourer shall escape from the farm or establishment in which he serves, his master shall inform the local authorities in order that proper search shall be made for him.

The master shall at once pay the expenses attendant on his capture and restitution, but he shall have the right to indemnify himself by retaining half the salary coming to the fugitive.

Article 66. The master shall take means to teach the labourers the dogmas and the morality of the true religion, but without employing other means for that purpose than persuasion and conviction; and if anyone expressed a desire to become converted to the Catholic faith, he shall acquaint the respective parish Priest of it, in order that the proper steps may be taken.

Article 67. When a labourer shall receive an injury or offence, which does not constitute a transgression of the law on his person or to his interests, from a free man or from a labourer of another master, the master shall take information on the subject; and if he thinks the complaint to be well founded, he shall demand reparation from the offender or his master, by friendly and extrajudicial means; and if these means were not sufficient to obtain it, he shall demand reparation before the competent authorities, or shall inform the "Promotor Fiscal" of the facts, in order that he may demand it. If he does not think the complaint founded he shall tell the workman so, exhorting him to desist from his purpose; but if the workman does not agree with his decision, he can apply to the "Promotor Fiscal," to make the proper demand.

When the complaint shall be directed against another labourer belonging to the same master, the latter or his representative shall decide the question, as they think right. Either of the two parties can reclaim against this decision to the protector or his delegate who shall make themselves acquainted with the affair in the form prescribed by Article 33.

Article 68. The introducers of labourers, and the masters who shall fail in any of the obligations or formalities laid down in this, and in the preceding chapter shall incur a fine in proportion to the gravity of the offence, which shall be imposed upon them by the Government, without its being any hinderance to the penal or civil responsibility to which they may be subject, and which must be exacted from them by the authorities in the proper manner.

CHAPTER III.—*Respecting the Disciplinary Jurisdiction of the Masters.*

Article 69. The masters shall exercise over their labourers disciplinary jurisdiction, and in virtue of this right, they shall be able to punish them in the following manners:—

1st. Arrest of from one to ten days.

2nd. Suspension of wages during the same time.

The first of these punishments may be inflicted without the second, but the latter never without the former.

Article 70. Whenever the master shall inflict upon his labourer either of the punishments mentioned in the foregoing Article, he shall give notice of the same within the twenty-four hours following to the protector, in order that he may judge for himself, if he should think it necessary, of the fault committed, and alter the sentence of the master, should it appear unjust to him.

The master who shall fail to give the said notice within the time prescribed, shall be punished by the competent authority by a fine of from 25 to 100 dollars.

Article 71. The labourers can always complain to the protector of any injury done to them by their masters, whether of being punished without reason; imposing tasks on them which are beyond their powers, or any other fault in his treatment of them.

If the protector shall find the master guilty of any crime, he shall denounce him to the competent tribunal, and if only of a slight fault, he shall himself impose on him a fine which shall not exceed 100 dollars.

Article 72. To insure the fulfilment of what is stated in the two last Articles, the protectors shall be able, either themselves or by delegates, to visit, when they think proper, the estates or establishments where labourers are employed, and so collect what information they may deem advisable.

Article 73. The delegates of the master on the estate or establishment can exercise disciplinary jurisdiction, but under the pecuniary responsibility of the master himself, while they do not cease to be responsible for the penalties they may incur.

Article 74. The following faults shall be punished according to discipline—

1st. Want of subordination to the masters, to the heads of the industrial establishments, or to any other delegate of the master.

2nd. Refusing to work, or want of punctuality in fulfilling the tasks given to the labourers.

3rd. Injuries committed which do not produce wounds, which prevent the injured party from working.

4th. Flight.

5th. Drunkenness.

6th. The infraction of the rules of discipline laid down by the master.

7th. Any offence against decency, as long as it does not consist of one of those crimes which can only be prosecuted at the request of a prosecutor, or that when it did consist of such an offence, the injured party does not complain of him.

8th. Any other malicious act, and any which may be construed into injuring or aggrieving a third party, and which does not constitute, notwithstanding, a crime which may be officially proceeded against according to law.

Article 75. The disciplinary jurisdiction shall be exercised by the masters, without prejudice to the right of a third injured party to exact that the offending labourer shall be punished by the tribunals, if there was motive for it.

Article 76. In all cases of penal or civil responsibility, in which the masters are not competent judges, the ordinary tribunals shall take cognizance of it, to which the labourers shall present themselves, represented in the manner prescribed in these regulations.

Article 77. When the punishments mentioned in Article 69 shall not be sufficient to prevent the repetition, by the labourer, of the same on other faults, the master will have recourse to the protector, who shall determine, if the act constitutes a crime in the eyes of the law, that the offender shall be punished in accordance to the law, or in a contrary case, by the augmentation of disciplinary punishments.

Article 78. In a case where the labourers on an estate shall rise and resist by force and collectively the orders of the superiors, the master shall also be permitted to use force to bring them into subjection, giving immediate notice to the protector of the district, in order that he, should the gravity of the case require it, shall order that the offenders shall be punished in the presence of the other labourers.

CHAPTER IV.—*General Arrangements.*

Article 79. All renunciation which may be made of the arrangements in these regulations established in favour of the Chinese, shall be null.

Article 80. The Governor Captain-General of the island shall adopt the necessary measures, so that in the month of January in every year, the masters shall draw up, a correct return of the labourers, showing in these returns their name, sex, age, condition, the work on which they were employed during the time of their contract; and the name, profession, and habitation of the respective masters. The same authorities shall send to the Colonial Minister an annual return of the said masters, in which shall be stated the number of labourers, classed by sexes, by age up to 15 years, from 15 to 50, and from 50 upwards; by condition, of bachelor, married or widower; by occupations, according as they may be engaged in agricultural, industrial, or domestic occupations; by the districts in which they reside; and by the time of the duration of their contracts, according as there may be, from less than 5 years, from 5 to 10 years, from 10 to 15 years, and from 15 years upwards.

Article 81. The Government reserves the right to suspend or prohibit at any time the introduction of Chinese labourers in the Island of Cuba.

The resolution which they have adopted in this sense, shall be published in the Gazette of Madrid and in that of Havana, and from the date of its insertion in the latter, will begin the term within which the expeditions will be still permitted: this term shall not be less than eight months, and the vessels arriving afterwards shall be considered as in Article 20.

All companies who may engage in this traffic, will understand that, by the act of engaging in it, they acknowledge that the suspension or prohibition of the traffic does not entitle them to any sort of indemnification.

Article 82. The Royal Decree of March 22, 1854, and all other previous regulations respecting this matter are hereby annulled.

Given at the Palace this 6th day of June, 1860.

Signed by the Royal Hand.

(Signed) LEOPOLD O'DONNELL,
Minister of War and Colonies.

No. 98.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, August* 10, 1860.

WITH reference to my despatch of the 30th of June last, I transmit, herewith, for your information, copies of despatches and of their inclosures, as marked in the margin,* which I have received from Her Majesty's Acting-Consul General at the Havana, on matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL

No. 99.

Mr. Edwardes to Lord J. Russell.—(Received August 31.)

(Extract.) *San Ildefonso, August* 21, 1860.

I HAVE the honour to state that I have placed in Marshal O'Donnell's hands a copy of your Lordship's despatch of the 11th instant, together with a copy of the papers upon emigration from China which accompanied it.

Upon his Excellency's asking me to explain the nature of the despatch, I said that it was a long document, which would require his serious attention, but if he wished it, I would translate the three proposals it contained, and which were submitted to the Spanish Government by that of Her Britannic Majesty.

---

* Nos. 127, 128, and 129.

To the two first proposals Marshal O'Donnell objected strongly.

With regard to the first, his Excellency asked me what was meant by a systematic plan of cruizing off the Coasts of Cuba. Was it intended that foreign vessels should enter into the jurisdictional waters of Spain, and exercise a sort of police? Because if so, such a privilege never could be granted by his country. If such was not the intention, England required no new Treaty to exercise the privilege already secured to her of cruising off the Coasts of Cuba, and he could not look upon the paper which I laid before him in any other light than that of a proposal for a new Treaty.

The second proposal Marshal O'Donnell said was wholly inadmissible, and contrary to the existing laws of Spain.

With reference to the third, his Excellency said that the Spanish Government had already issued a decree for regulating the admission of coolies into Cuba, and that he was desirous of establishing a plan for their emigration.

When Marshal O'Donnell had ended, I told him I should submit his remarks to your Lordship, but that I had received instructions merely to place the despatch in his hands, but none to discuss its contents; that I did not require any answer at that moment, but I hoped his Excellency would take it into his consideration, and assist Her Majesty's Government in their endeavours to suppress the Slave Trade.

Marshal O'Donnell then said, "I wish you would tell your Government that Spain has Treaties with England for the suppression of the Slave Trade, and I am determined to execute, most faithfully, the stipulations of those Treaties."

No. 100.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, September* 8, 1860.

I INCLOSE, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Acting Consul-General at the Havana, on matters relating to the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 101.

Mr. Edwardes to Lord J. Russell—(Received September 24.)

My Lord, *Madrid, September* 18, 1860.

I HAVE the honour to forward to your Lordship a despatch from Her Majesty's Consul at Vigo,† which has been sent under flying seal to this Legation, stating the circumstances under which a Spanish steamer has been seized at Vigo, as being suspected of having been engaged in the Slave Trade.

I have, &c.
(Signed) R. EDWARDES.

No. 102.

Lord J. Russell to Mr. Edwardes.

(Extract.) *Foreign Office, September* 29, 1860.

I HAVE to instruct you to present a note to M. Calderon Collantes, in the terms of the draft of which I inclose a copy.

---

* Nos. 130, 131, 132, 133, 134, and 135.

† No. 110.

Inclosure in No. 102.

Draft of Note to be addressed by Mr. Edwardes to Señor Collantes.

THE Undersigned, &c., is directed by his Government to call the serious attention of the Minister of Foreign Affairs of Spain to the present state of the Cuban Slave Trade.

In the year 1834 the British Government proposed to France, Spain, and Portugal, the Treaty of Quadruple Alliance, the effect of which, together with active military and naval assistance afforded by Great Britain, was to establish Queen Christina on her throne, and to secure for the Spanish nation the blessings of Constitutional Government.

Upon the conclusion of the struggle in the Peninsula, which ended in those great and advantageous results to Spain, the British Government asked from Spain, as the only acknowledgment and reward for the important services thus rendered to the Spanish nation, that Spain should faithfully and actively and effectually co-operate with Great Britain in that glorious work to the accomplishment of which the energies of Great Britain had for many years been perseveringly directed, the abolition of the Slave Trade.

The Spanish Government acknowledged the just claim of Great Britain upon the gratitude of Spain, and cheerfully consented to grant a request which was alike honourable to the nation which made it, and to the nation by which it was conceded.

Accordingly on the 28th of June, 1835, a Treaty was concluded and signed at Madrid, and afterwards ratified on the 27th of August following, the first Article of which stipulates "that the Slave Trade is hereby again declared, on the part of Spain, to be henceforward totally and finally abolished in all parts of the world;"—while the remaining Articles provide arrangements by which the general engagement of the first Article shall be carried into execution.

It appears, from statements, the authenticity of which cannot be disputed, that in 1859, twenty-four years after the conclusion of this Treaty, the Slave Trade between Africa and Cuba was carried on to a very large amount.

Her Majesty's Consular officers in Cuba have reported that not less than 15,000 slaves were introduced into Cuba in the year 1859. American newspapers give the names and other particulars of eighty-five vessels which have been engaged in the Slave Trade in the last eighteen months, and other newspapers give the names of twenty-six vessels which have landed slaves in Cuba in the year 1859.

It is clear, therefore, that upwards of 12,000 Africans have been carried across the seas, and introduced into Cuba in the year 1859, and this statement probably falls short of the truth.

The Government of Her Britannic Majesty have in various despatches, and upon other and frequent occasions, pointed out the manner in which the obligations of Treaty between Spain and Great Britain, and the provisions of the Spanish laws, have been violated. They have also suggested various modes by which this nefarious and inhuman traffic may be extinguished.

The Undersigned is not instructed to repeat the observations which have so often been made upon this subject. But he is directed to refer in a pointed manner to the example of Brazil, who, from the moment she determined to fulfil her Treaty engagements to Great Britain, and to abolish the Slave Trade, found no difficulty in doing so.

The present state of things, therefore, as regards Great Britain and Spain, is one of embarrassment and uneasiness. The Government of Great Britain is reproached by public opinion, for want of dignity in looking unmoved at the constant and systematic violation by Spain of the solemn engagements of the Spanish Crown. The Government of Her Catholic Majesty cannot but feel mortified at the just reproach under which Spain labours of not doing that which Brazil has faithfully, honourably, and completely effected.

The Undersigned is instructed, in this position of affairs, to ask the Government of Her Catholic Majesty, what Spain proposes to do? How does the Spanish Government intend that the engagements of 1835 shall be fulfilled? What are the measures in operation, or in contemplation, by which the Spanish Government expects that the Slave Trade may be arrested and abolished?

Her Majesty's Government are persuaded that the Government of Her Catholic Majesty will be anxious to relieve Spain from a heavy reproach, and to render an honourable service to the cause of humanity, by adopting efficient measures for the suppression of the Cuban Slave Trade.

No. 103.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, October* 13, 1860.

I TRANSMIT to you herewith, for communication to the Spanish Government, a copy of a despatch from Her Majesty's Judge in the Mixed Commission Court at Sierra Leone,* reporting the death of M. Manuel de Zea Bermudez, Her Catholic Majesty's Vice-Consul, and Acting Judge of the British and Spanish Mixed Court in that Colony.

I am, &c.
(Signed) J. RUSSELL.

No. 104.

Sir A. Buchanan to Lord J. Russell.—(Received October 27.)

My Lord, *Madrid, October* 21, 1860.

IN conformity with the instructions contained in your Lordship's despatch to Mr. Edwardes of the 29th ultimo, I have addressed a note to Señor Collantes, of which I have the honour to inclose a copy, asking the Spanish Government what are the measures in operation or contemplation by which they expect that the Slave Trade may be arrested and abolished.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 104.

Sir A. Buchanan to Señor Collantes.

Madrid, October 17, 1860.

THE Undersigned is directed by his Government to call the serious attention of the Minister of Foreign Affairs of Spain to the present state of the Cuban Slave Trade.

In the year 1834 the British Government proposed to France, Spain, and Portugal, the Treaty of Quadruple Alliance, the effect of which, together with active military and naval assistance afforded by Great Britain, was to establish Queen Isabel on her Throne, and to secure for the Spanish nation the blessings of Constitutional Government.

Upon the conclusion of the struggle in the Peninsula, which ended in those great and advantageous results to Spain, the British Government asked from Spain, as the only acknowledgment and reward for the important services thus rendered to the Spanish nation, that Spain should faithfully, and actively, and effectually co-operate with Great Britain in that glorious work to the accomplishment of which the energies of Great Britain had for many years been perseveringly directed, the abolition of the Slave Trade.

The Spanish Government acknowledged the just claim of Great Britain upon the gratitude of Spain, and cheerfully consented to grant a request which was alike honourable to the nation which made it, and to the nation by which it was conceded. Accordingly, on the 28th of June, 1835, a Treaty was concluded and signed at Madrid, and afterwards ratified on the 27th of August following, Article I of which stipulates "that the Slave Trade s hereby again declared, on the part of Spain, to be henceforward totally and finally abolished in all parts of the world;" while the remaining Articles provide arrangements by which the general engagements of Article I shall be carried into execution.

It appears from statements, the authenticity of which cannot be disputed, that in 1859, twenty-four years after the conclusion of this Treaty, the Slave Trade between Africa and Cuba was carried on to a very large amount.

Her Majesty's Consular officers in Cuba have reported that not less than 15,000 slaves were introduced into Cuba in the year 1859. American newspapers give the names and other particulars of eighty-five vessels which have been engaged in the Slave Trade in the last eighteen months, and other newspapers give the names of twenty-six vessels which have landed slaves in Cuba in the year 1859.

It is clear, therefore, that upwards of 12,000 Africans have been carried across the seas, and introduced into Cuba in the year 1859, and this statement, probably, falls short of the truth.

---

* Class A, No. 8.

The Government of Her Britannic Majesty have in various despatches, and upon other and frequent occasions, pointed out the manner in which the obligations of Treaty between Spain and Great Britain, and the provisions of the Spanish laws, have been violated: they have also suggested various modes by which this nefarious and inhuman Traffic may be extinguished.

The Undersigned is not instructed to repeat the observations which have so often been made upon this subject. But he is directed to refer in a pointed manner to the example of Brazil, who, from the moment she determined to fulfil her Treaty engagements to Great Britain, and to abolish the Slave Trade, found no difficulty in doing so.

The present state of things, therefore, as regards Great Britain and Spain, is one of embarrassment and uneasiness. The Government of Great Britain is reproached by public opinion for want of dignity in looking unmoved at the constant and systematic violation by Spain of the solemn engagements of the Spanish Crown. The Government of Her Catholic Majesty cannot but feel mortified at the just reproach under which Spain labours of not doing that which Brazil has faithfully, honourably, and completely effected.

The Undersigned is instructed, in this position of affairs, to ask the Government of Her Catholic Majesty what Spain proposes to do. How does the Spanish Government intend that the engagements of 1835 shall be fulfilled? What are the measures in operation, or in contemplation, by which the Spanish Government expects that the Slave Trade may be arrested and abolished?

Her Majesty's Government are persuaded that the Government of Her Catholic Majesty will be anxious to relieve Spain from a heavy reproach, and to render an honourable service to the cause of humanity by adopting efficient measures for the suppression of the Cuban Slave Trade.

The Undersigned, &c. (Signed) ANDREW BUCHANAN.

No. 105.

Lord J. Russell to Sir A. Buchanan, November 1, 1860.

[See despatch of November 5 to Earl Cowley, *ante*, No. 59.]

No. 106.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, November* 1, 1860.

I HAVE received your despatch of the 21st ultimo, and I have to convey to you my approval of the note which you have addressed to M. C. Collantes requesting to be informed what measures the Spanish Government intend to adopt for the suppression of the Slave Trade in the Island of Cuba.

I am, &c.
(Signed) J. RUSSELL.

No. 107.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, December* 11, 1860.

I TRANSMIT to you herewith, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Acting Consul-General at the Havana, on matters connected with the Cuban Slave Trade.

I have to instruct you to communicate officially to the Spanish Government the landings denounced by Mr. Crawford.

You will at the same time state that Her Majesty's Government learn with satisfaction, from a letter addressed on the 24th of October last by Mr. Crawford to the Captain-General of Cuba (copy of which is inclosed in Mr. Crawford's despatch of the 3rd ultimo), that the Spanish squadron has been recently successful in capturing slavers; and you will express the hope of Her Majesty's Government that the parties interested in the landings denounced by Mr. Crawford, as well as those implicated in the captured vessels, will not be allowed to escape the punishment merited by their crimes.

---

* Class B, April to September 1860, Nos. 237 and 238; and *infra*, Nos. 143, 144, 146, 147, and 148.

I am, &c.
(Signed) J. RUSSELL.

No. 108.

Sir A. Buchanan to Lord J. Russell.—(Received December 22.)

My Lord, *Madrid, December* 17, 1860.

I HAD the honour to receive your Lordship's despatch of the 11th instant, and in conformity with the instructions therein contained, I have addressed a note to Marshal O'Donnell, of which I inclose a copy, calling the attention of the Spanish Government to various landings of negroes which have recently taken place in Cuba, and expressing the hope of Her Majesty's Government that the persons interested in them will be punished; and also those who may be implicated in the cases of the slave-vessels which Her Majesty's Government observe with satisfaction have been lately captured by Spanish cruisers.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 108.

Sir A. Buchanan to the Duke of Tetuan.

Sir, *Madrid, December* 17, 1860.

IN conformity with the instructions which I have received from the Principal Secretary of State of the Queen my Sovereign, I have the honour to bring before your Excellency's notice the following statements, which Her Majesty's Government have received from Her Majesty's Acting Consul-General at the Havana, as to the activity with which the Cuban Slave Trade is still carried on.

Mr. Crawford, on the 24th of August last, addressed a note to the Captain-General, stating that he had received reliable information of the landing a few days previously in the district of Bahia Honda of 850 Bozal negroes; and he was subsequently assured that a number of these negroes belonging to the slave-trader Durañoña, had been put a-shore at an estate called Marguerita or Buena Vista, at Creek La Mulata, in the vicinity of Los Pozos, on the 22nd of August, while others were brought to the Havana.

On the 1st of September Mr. Crawford again addressed the Captain-General, requesting information as to the circumstances of the arrest and subsequent release of some persons concerned in the landing of a cargo of negroes on the 27th of August, at Canasi, in the district of Matanzas, from a vessel supposed to be the "*Eloisa,*" commanded by the nephew of the slave-trader Captain Eugenio Viñas.

It appears that these negroes had been taken to an estate called Desquite, where they were placed under sequestration by the Governor of Matanzas, until their future disposal should be decided by a Court of Law.

On the 1st of November Mr. Crawford called the attention of the Captain-General ot a landing which had taken place some days previously at the Isle of Pines, of 350 negroes, who, it was believed, would be removed to Batabano by the steamer "*Cubano,*" in lots of thirty or forty; and he also stated that he had heard of other cargoes run at the same place during the year, which he had refrained from denouncing to his Excellency from his not having sufficiently satisfactory evidence of the facts.

The landing of the 350 negroes was corroborated by the Commander of the United States' steamer "Wyandotte," and again on the 3rd of November Her Majesty's Consul-General reported to his Excellency the landing of 200 negroes near Trinidad, and some days subsequently of 600 near the same place. He found Marshal Serrano was already acquainted with the landing of these negroes, and that he had taken measures for the punishment of the authorities who had connived at this breach of the law.

A despatch from Her Majesty's Consul-General in November also reports that the United States' schooner "*Major Barbour*" had sailed for New Orleans on the 16th of October, from whence it was believed she would proceed to the coast of Africa; that the schooner yacht "*Wanderer*" and the Spanish schooner "*Amalia*" were in port, and supposed to be intended for slave-voyages; and that the American brig "*Nancy*" had sailed for San Tomé and the River Congo, Marshal Serrano being unfortunately unable to prevent her clearance.

The Spanish brigantine "*Margarita*" of about 200 tons, was also said to be intended for the Slave Trade; and the American barque "*Lyra*" had been sold to notorious slave-traders.

In making this communication to your Excellency, I am to state that Her Majesty's Government have learnt with satisfaction, from a letter addressed by Mr. Crawford on the 26th of October last to Marshal Serrano, that several captures of slaves have been recently effected by Her Catholic Majesty's cruizers; and I am to express the hope of Her Majesty's Government that the parties interested in the landings of slaves to which Mr. Crawford had called the attention of Marshal Serrano as above stated, and also that the persons implicated in the cases in which vessels have been captured, will not be allowed to escape the merited punishment of their crimes.

I avail, &c.
(Signed) ANDREW BUCHANAN.

SPAIN. (*Consular*)—*Bilbao.*

No. 109.

Consul Young to Lord J. Russell.—(*Received October* 10.)

My Lord, *Bilbao, October* 6, 1860.

I HAVE the honour to inform your Lordship that the inquiry concerning the purchase and equipment, at the port of Santander, of the slaver "*Primero de Quijano,*" having lately been resumed by the same Commission as before, it has resulted in the dismissal of Don Hilario Lasso de Vega from the post of Notary for War and Marine, in consequence of his having inscribed a fictitious name on the bill of sale of the barque "*Santos,*" otherwise "*Primero de Quijano.*"

I am further informed that the officer who was Commandante of Marine at Santander during the equipment of the slaver above referred to has been superseded.

I have, &c.
(Signed) HORACE YOUNG.

SPAIN. (*Consular*)—*Cadiz.*

No. 110.

Consul Brackenbury to Lord J. Russell.—(*Received September* 24.)

(Extract.) *Vigo, September* 10, 1860.

I HAVE the honour to report to your Lordship that the Spanish steamer "*Quevedo*" arrived here on the 13th ultimo, from Campeachy, having on board a small quantity of Campeachy wood.

On her arrival she was sent up to the Lazaret to perform quarantine, and on her return to this bay I heard a report that she was detained by order of the Spanish Government, according to one version, because the only document the Captain held, was a provisional pass granted by the Spanish Consul at Campeachy, for her to be conveyed to be transferred from the Mexican to the Spanish flag, she having been purchased at Campeachy by a Spaniard.

The other version was, that she had been engaged in a successful expedition to the Coast of Africa.

I learnt, however, that she was really detained, and a Spanish revenue vessel was placed closed to her, and a few days ago the Naval Commandant went on board, caused the Campeachy wood to be discharged into lighters, and searched, and measured her. Nothing, however, was found on board of a suspicious nature, but a guard was put on board, the vessel dismantled and taken to the inner part of the bay, where she is now moored, the revenue vessel being close to her.

According to information I have received, it would appear the "*Quevedo*" anchored a few miles below Seville, on or about the 5th of January last, under Mexican colours; that she came to Seville from Liverpool, where she was built, and proceeded direct to the Coast of Africa. On her arrival she communicated with the shore, and was cautioned to leave immediately and proceed to sea, and not to return for thirty-seven days. At the expiration of that period she appeared at a place on the Coast, known under the name of Punta del Diablo or Devil's Point, where she embarked 1,250 slaves, of which 200 and odd died during the passage, and on the 1st of May she landed the remaining slaves at Cayo Verde, in the Island of Cuba, after which she proceeded under Mexican colours to Campeachy, where the Captain, a Portuguese, left her, as well as most of the crew.

The name of the factor on the Coast of Africa, is Carvalho, a Portuguese.

I have heard it stated that the owner of the "*Quevedo*" is a Spanish merchant at Malaga, and I have also heard, that the owners are Messrs. Abarzuzu, Brothers, of Cadiz, and I believe that the consignee of the "*Quevedo*" at this port, acts as such for account of Messrs. Abarzuzu, Brothers.

SPAIN. (*Consular*)—*Havana.*

No. 111.

Consul-General Crawford to Lord J. Russell.—(*Received April* 28.)

My Lord, *Havana, March* 19, 1860.

WITH reference to my despatch dated the 5th instant,* which inclosed to your Lordship a copy of my letter to the Captain-General, dated the 25th ultimo, respecting a landing of slaves which was effected at Guantanamo, which I did myself the honour of reporting to your Lordship in my despatch of the 25th ultimo,† I have to state to your Lordship that Brigadier Vargas has been superseded in the government of the Eastern District, and it is said, that his removal from that command (which has been usually conferred by the Crown of Spain, and is not in the gift of the Captains-General) was given rise to by his disrespectful answers in the correspondence which took place respecting that disembarkation of Bozals and the previous one, at Sigúa, near Santiago, referred to in a communication which I addressed to General Serrano on the 14th of January, a copy of which I now beg leave to lay before your Lordship.

The Brigadier Letona has been appointed to succeed Brigadier Vargas at Santiago de Cuba, until the pleasure of Her Majesty is known, and the Government of this City and District, held by M. Letona, has been conferred on M. Mantilla, the Government Secretary, who is succeeded (interim) by the Chief Clerk in that office.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 111.

Consul-General Crawford to the Captain-General of Cuba.

Havana, January 14, 1860.

UNDER date the 8th instant, Her Majesty's Consul writes me from Santiago de Cuba, that a landing of slaves, 350 or 400 in number, had been effected about two days previous to that date, at or near Sigúa, by the same parties who about two years ago landed another cargo of Bozals at the same place, and the Consul adds that, as a vessel had been seen on fire off that part of the Coast, it is supposed that the slaver had been burnt after the landing of the negroes was effected. It is also stated that an American vessel which entered the port of Santiago, on the afternoon of the 6th, brought in some people said to be shipwrecked, but who, the Consul thinks, were part of the crew of the slaver referred to.

I hasten to communicate to your Excellency this information for such purpose of investigation as you may think fit to order.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 112.

Consul-General Crawford to Lord J. Russell.—(*Received April* 28.)

(Extract.) *Havana, March* 19, 1860.

ALTHOUGH the tonnage employed in the Slave Trade is, and for some time past has been, principally supplied from the United States, where the vessels are fitted out, from whence they sail under the "stars and stripes," which flag is prostituted for their protection, until they actually have their cargoes of slaves on board, and even afterwards, as long as there is a chance of its availing them, still we have, every now and then, expeditions prepared, and which sail from the ports of this island; and I have to report to your Lordship the departure, very recently, of a large vessel from Matansas, called the "*Ellerslie*," nearly 400 tons register, under Mexican colours, and of the brigantine, formerly the "*James Rose*," 153 tons, condemned and sold, but afterwards repaired at that port, now the property of one, Eugene Jué y D'Escalon, an American citizen, there residing. The celebrated American yacht "*Wanderer*," is now in this harbour, as well as several others, all destined for the Coast of Africa to be engaged in the Traffic.

---

* Class B, presented 1860, No. 240. † Ibid., No. 338.

No. 113.

Consul-General Crawford to Lord J. Russell.—(*Received April* 28.)

My Lord, *Havana, April* 6, 1860.

I HAVE the honour of laying before your Lordship, a copy of a letter which I addressed to the Captain-General on the 24th ultimo, complaining of a disembarkation of slaves, which, the British Vice-Consul at Nuevitas reported to me, was effected at Puerto del padre, consisting of about 600.

His Excellency has not yet acknowledged the receipt of said communication, and I presume has ordered the matter to be fully investigated, but he will find that a difficult matter, at so remote and unfrequented a place as that where this violation of the Treaty is said to have taken place.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 114.

Consul-General Crawford to Lord J. Russell.—(*Received April* 28.)

My Lord, *Havana, April* 6, 1860.

I HAVE to report to your Lordship that the American ship "*Erie*," 500 tons, cleared at this port on the 4th, and has sailed for Ambriz, part of her lading reported outwards from hence, consists of 200 pipes of rum, but the probability is, that there are few of the 200 casks filled with spirits, and there is no doubt that the "*Erie*" will take on board a cargo of slaves, if the master can elude the vigilance of Her Majesty's cruizers on the Coast of Africa.

She is quite a clipper craft and came here from the United States arranged for the voyage she is gone upon.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 115.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28, 1860.)

My Lord, *Havana, April* 22, 1860.

AN oversight, for which I am at a loss to account, has occurred, for which I have to ask your Lordship's indulgence, and now, beg leave to transmit herewith, a copy of a correspondence which I had with the Captain-General of Cuba in January last, respecting a disembarkation of slaves which was effected about the 6th of that month, at or near to Sigua, a port about thirty miles to the eastward of Santiago, consisting of from 350 to 400 Bozals, and I have reason to believe that it was respecting this infraction of the Treaty that the first differences arose which led to the removal of the Brigadier Don Carlos de Vargas from the Government of the Oriental District of Cuba.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 115.

Consul-General Crawford to the Captain-General of Cuba.

Havana, January 14, 1860.

UNDER date the 8th instant, Her Majesty's Consul writes me from St. Jago de Cuba, that a landing of slaves, 350 or 400 in number, had been effected about two days' previous to that date, at or near Sigua, by the same parties, who, about two years ago landed another cargo of Bozals at the same place, and the Consul adds, that as a vessel had been seen on fire off that part of the coast, it is supposed the slaver had been burnt after the landing of the negroes was effected. It is also stated, that an American vessel which entered the port of Santiago on the afternoon of the 6th, brought in some people said to be shipwrecked, but who, the Consul thinks, were part of the crew of the slaver referred to. I hasten to communicate to your Excellency this infraction for such purpose of investigation as you may think fit to order.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 115.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, January* 17, 1860.

BY your Honour's communication of the 14th, I am in possession of the information transmitted to you by Her Britannic Majesty's Consul at Santiago de Cuba, in relation to a disembarkation of Bozals numbering from 350 to 400, which is said to have taken place at Sigua or near thereto, as well as that after its being effected, said slaver was set fire to, and that some supposed shipwrecked men who were believed to be part of the slaver's crew, had entered the port of Cuba in another American vessel.

I had ordered that the inquiries consistent with the decorum of Spanish administration should be instituted, as well to demonstrate the good faith in which it desires that the Treaties which bind Spain with Great Britain should be observed, as to inflict condign punishment on those who may have infringed them, when I received official communication from the Commander-General of the eastern district, reporting to me the measures adopted by him for discovering and punishing the authors of the offence referred to.

Although these measures are very efficacious and have already resulted in the discovery of some articles belonging to the vessel in question, the detention of four North American sailors, and of one a native of Gallicia, who are believed to have formed part of her crew, the departure of the principal Alcaldes of Santiago de Cuba, in order to institute the proper proceedings, and the suspension from office, and the delivery to the tribunals of the Captain of the district of Las Yaguas, who appears to have been negligent in the performance of his duties. Still I have thought it a duty to order the said Commander-General, to redouble his investigation for discovering and punishing the other principals and accomplices in the crime in question, and advise him, moreover, to promote the zeal, and promptly assist the Judges who try the case, so that prompt, strict, and complete justice may be done. All which, I state to your Honour in reply to your communication referred to, assuring you that you shall always find me disposed to enforce a faithful respect for the Treaties entered into by the Government of Spain, and Her Britannic Majesty, or that the violations of them be severely punished.

God preserve, &c.

(Signed) FRO. SERRANO.

No. 116.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

(Extract.) *Havana, April* 28, 1860.

WITH reference to my despatch dated the 8th of February,* in which I noticed to your Lordship the state of preparation in which the ship "*Sunny South*" was at that time, I have recently discovered that just previous to her sailing, she hoisted the Chilian flag, and cleared out as the "*Manuela.*"

---

* Class B, presented 1860, No. 234.

I have also to report to your Lordship, that the barque "*Ellerslie,*" alluded to in my despatch of the 19th March as having sailed from Matanzas under Mexican colours, was cleared there as the "*Le Rios,*" for Hongkong, with 250 pipes of rum, and both vessels are gone to be engaged in the Slave Trade.

No. 117.

Consul-General Crawford to Lord J. Russell—(*Received May* 28.)

My Lord, *Havana, April* 30, 1860.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 23rd instant, complaining of a disembarkation of Bozal negroes, 500 in number, which, Mr. Vice-Consul Smith has reported to me, took place the middle of this month, in the district of Sancti Espiritu.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 117.

Consul-General Crawford to the Captain-General of Cuba.

Havana, April 23, 1860.

IT is with great concern that I have to complain to your Excellency of another disembarkation of slaves, which I am informed was effected a few day previous to the 20th instant in the jurisdiction of Sancti Espiritu.

The number of Bozals is stated to have been 500, of which number 72 were sold to a person whose name has been given to me, and who conveyed them to an estate in the vicinity of Cienfuegos.

It is at the same time satisfactory to me to be able to state to your Excellency, that it is reported to me, the Lieutenant-Governor Dolz, of Sancti Espiritu, had resisted all proposals for the landing of that cargo, and that advantage was taken of his absence to effect the purpose of slave-traders.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 118.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

(Extract.) *Havana, May* 1, 1860.

I HAVE again to report to your Lordship that the outfitting of vessels to be engaged in Slave Trade is still going on.

The celebrated slaver schooner "*Wanderer*" was yesterday towed up the harbour, and appears to be ready for sea; and I understand that some four or five others, the names of which I have been unable to learn, have slipped out of the harbour, and that neither their clearances nor their sailings have been published in the papers.

No. 119.

Consul-General Crawford to Lord J. Russell.—(*Received June* 2.)

My Lord, *Havana, May* 7, 1860.

BY the American mail steamer "Isabel" arrived this morning from Charleston and Key West, I learn that the United States, steamer "Mohawk," Lieutenant Craven, Commander, captured, near Nuevitas, on the coast of this island, and carried into Key West on the 6th instant, a slaver barque, under American colours, called the "*Wildfire,*" having 530 Bozals on board.

The "*Wildfire*" and her cargo belonged, it is said, to a company, which I have reason to believe, has some time ago been organized here and elsewhere in Cuba, with an extensive capital for carrying on the Slave Trade.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 120.

Consul-General Crawford to Lord J. Russell.—(*Received June* 2.)

My Lord, *Havana, May* 12, 1860.

OF date the 10th instant, Mr. Vice-Consul Rebello, reports to me that on the night of Monday last, the 7th instant, 560 Bozals were landed within the port of Cardenas, at a place near to, and eastward of, the Jucaro railroad terminus, from on board of the brig "*Orion*" of Boston, which vessel put out to sea soon after effecting the disembarkation of her cargo.

The whole of these slaves were sold on the beach as they were landed, for 1,000 dollars a head, excepting three stolen by the lighterman who was engaged in the disembarkation.

Mr. Rebello had called on the Lieutenant-Governor, but he was not at home. And I have not heard that there was any opposition, or interference of the authorities on this occasion.

The expedition is said to belong to a dry-goods merchant of this city, who is actively engaged in the Slave Trade.

I lost no time in complaining to the Captain-General of this most glaring infraction of the law and of the Treaty, committed in the very port of Cardenas, the place of residence of the Lieutenant-Governor of the district.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 121.

Consul-General Crawford to Lord J. Russell.—(*Received June* 2.)

(Extract.) *Havana, May* 14, 1860.

IN my despatch dated the 7th instant, I alluded to the existence of a company here and elsewhere in the island, for carrying on the Slave Trade.

I have now the the honour of reporting to your Lordship, that, although I am unable to furnish the names of the subscribers, so as to denounce them and their illegal association to the Spanish authorities, I have obtained some information that is to be relied on as to the extent and magnitude of their arrangements.

The company, which was originated in this city, has interested agents in most of the ports on the north side of Cuba, for the introduction of slaves.

They are owners at present of thirty-seven vessels, which number is to be increased to eighty.

The business is to be conducted on a grand scale, and it is calculated that it will succeed, some of the conditions being as follows:—

The masters, officers, and crews, are to be engaged (as it were) on shares of the adventure, and their remuneration is guaranteed to be paid to them previous to the landing of a single negro from any of the expeditions that arrive in safety.

The captains are to receive 10,000 dollars; the chief mates, 2,000 dollars: other mates and carpenters, 1,500 dollars; and to each of the crew, 1,000 dollars.

The vessels are to be despatched from this harbour and the outposts in regular succession, one to sail every fifteen days or oftener, and to be capable of carrying 400 or 450 or more slaves.

I understand they fully expect that many of their fleet will be captured, but they reckon on being able to introduce 150,000 to 160,000 Bozals before the association is broken up, which, unless something unforseen occurs, they will easily do.

It will be obvious to your Lordship, that, to purchase and equip 80 vessels, the capital subscribed must be large. I had heard previously, that it was 600,000 dollars, and probably this was correct, giving 16,000 dollars for each of 37 vessels, but as it is proposed to increase the fleet to 80, the subscribed capital must exceed 1,250,000 dollars, which amount, large as it is, would, for such a purpose, be easily obtained here, especially as it is said, and I have no doubt truly, that a great number of the wealthiest Spaniards are subscribers. They have doubtless been allured by the prospect of enormous gains and the almost certainty of success, knowing, as they do, that all will be safe, if they can only elude the vigilance of our cruizers at the coast of Africa; that money will buy their successful disembarkation, and that we have for some time past withdrawn our cruizers from these waters.

Every Spaniard being imbued with the idea that the prosperity of Cuba, depends on the Slave Trade being continued, the pressure on the Government at Madrid, as well as here, is such, that they are apprehensive that disorder would ensue did they not tolerate its being carried on, and they dare not make any efforts for its suppression.

It is hopeless, therefore, to expect anything from them.

No. 122.

Consul-General Crawford to Lord J. Russell.—(Received June 13.)

(Extract.) *Havana, May* 23, 1860.

I HAVE the honour of reporting to your Lordship, that the American ship "*White Cloud*," 284 tons register, cleared at this port on the 14th instant, as the Uruguay ship "*Constancia*," the master's name mentioned in the clearance "Rodriguez;" but on board her, I understand, is gone a certain Señor Griggs, who was master or supercargo of the slaver "*Tavernier*" at the time of her capture, on the 4th of November last, by Her Majesty's ship "Viper." There is no doubt that the "*Constancia*" is gone to be employed in slave-trading, although she cleared at this Custom-house for Montevideo.

The screw steamer "*Democrata*," formerly in the national service of Mexico, and sent here for repairs, has been sold to a house here, Bustamente Romero and Co., who, they say purchased her for a person in Vera Cruz. The "*Democrata*" is fitting in fine style, to be employed as a slaver, and may take her departure any day. So far as I yet know, she will remain under Mexican colours.

No. 123.

Consul-General Crawford to Lord J. Russell.—(Received June 13.)

My Lord, *Havana, May* 23, 1860.

I BEG leave to lay before your Lordship, a copy of a letter which I addressed to his Excellency the Captain-General, on the 11th instant, complaining of the disembarkation at Cardenas, on the 7th, of 560 slaves from on board the brig "*Orion*" of Boston, and I have to state to your Lordship that at this date I have not received any answer to that communication.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 123.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 11, 1860.

I HAVE again the disagreeable duty imposed on me of complaining to your Excellency, that 560 Bozal negroes were landed on the night of the 7th instant, in the port of Cardenas, at a place a short distance from the Jucaro railroad station.

These slaves were brought from Africa by a brig, under American colours, said to be the "*Orion*" of Boston, and I understand that the expedition belonged to a Spanish dry-goods merchant of this city.

The whole 560 were sold as soon as they were landed on the beach, at 1,000 dollars each, excepting three stolen by the lighterman who was employed in their disembarkation.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 124.

Consul-General Crawford to Lord J. Russell.—(Received June 13.)

My Lord, *Havana, May* 24, 1860.

I HAVE the honour of reporting to your Lordship, that the United States' steamer "Wyandotte," Lieutenant Craven, Commander, has captured recently, off the Isle of Pines, a slaver, having on board 572 Bozals. This vessel was duly reported to your Lordship on the 7th of November last, as the "*Williams*" of New York, but I understand that when caught by the "Wyandotte," the "*Williams*" was under the command of the American Captain, Symm.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 125.

Acting Consul-General Crawford to Lord J. Russell—(Received June 27.)

My Lord, *Havana, June* 2, 1860.

I HAVE the honour of reporting to your Lordship that the United States' steamer "Crusader," Commander Maffit, arrived here on the 29th ultimo, and landed part of the crew of a vessel called the "*Bogota*," which she captured with 420 negroes on board, off Nuevitas, on the 24th, and conveyed to Key West.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 126.

Acting Consul-General Crawford to Lord J. Russell.—(Received June 27.)

My Lord, *Havana, June* 4, 1860.

I HAVE the honour of reporting to your Lordship that a Spanish guarda-costa has captured, near Las Pozas, on the north side of this island, a coasting schooner with 450 Bozal negroes, which it is supposed were transhipped from the slave-vessel which brought them from Africa, said to be a screw steamer with 1,500 slaves, at one of the cays in the old Bahama Channel.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 127.

Acting Consul-General Crawford to Lord J. Russell.—(Received July 30.)

My Lord, *Havana, June* 23, 1860.

I HAVE the honour of laying before your Lordship a translation of a letter, dated the 16th instant, from the Captain-General, respecting the landing of a cargo of 500 slaves in the district of Sancti Espiritu, which was complained of to his Excellency by the Consul-General on the 23rd of April last, and which was duly reported to your Lordship in a despatch dated the 30th of April last.

The Captain-General appears to take it for granted that no such landing has occurred, inasmuch as the official enquiry which he caused to be instituted, has not led to the discovery of any of the circumstances connected with it (which is the usual result of all such investigations) but as my information comes from a very good source, I have every reason to believe that the disembarkation did actually take place.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 127.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, June* 16, 1860.

IN view of your Honour's communication of the 23rd April last, denouncing to me the landing of 500 negroes in the jurisdiction of Sancti Espiritu, a few days previous to the 20th of that month. I have given the necessary orders for a most scrupulous investigation respecting this matter, and from all that has been done in order to discover the fact, it appears that it cannot be substantiated either legally or confidentially.

I therefore consider that the information given to your Honour respecting this landing is without foundation, and I say so to your Honour in answer to your said communication.

God preserve, &c.
(Signed) FRO. SERRANO.

No. 128.

Acting Consul-General Crawford to Lord J. Russell.—(Received July 30.)

My Lord, *Havana, June* 26, 1860.

I HAVE the honour of transmitting herewith to your Lordship, copies of two letters which I addressed to the Captain-General on the 8th and 10th instant, relative to a cargo of slaves which was introduced into this island about the beginning of this month, by a large French screw steamer.

It was at first reported that this cargo had been transferred to coasting schooners at Point Anguila on the Cay Sal Bank, but subsequently it has transpired that the steamer arrived at one of the Cays a little to the eastward of Cardenas, where she landed about 1,300 slaves, and then went to some port in Yucatan (probably Sisal), for the purpose of refitting for another voyage to Africa.

The slaves were conveyed from the Cays to the mainland in schooners and lighters, one lot of about 250 negroes being taken to the estate Aurora, near Punta de la Teja.

Another lot of about 400 was concealed in Santos Longa and Co.'s warehouse at Cardenas, where they were sold at an average of 544 dollars each slave.

A third portion of this cargo is said to have been safely disposed of at Sagua la Chica, whilst a fourth parcel, was seized in launches near Las Pozas by Her Catholic Majesty's schooner "Juanita."

I have not yet been favoured with his Excellency's answer to my communications on the subject of this flagrant infraction of the Treaty, although the decree declaring the captured Africans emancipados has appeared in the Government Gazette.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 128.

Acting Consul-General Crawford to the Captain-General of Cuba.

Sir, *Havana, June* 8, 1860.

IT is my unpleasant duty to denounce to your Excellency that a cargo of about 400 Bozal negroes was landed in the port of Cardenas, on Monday last. It appears that these negroes were put ashore in launches, and that they were concealed in a warehouse in Cardenas, where they were sold at an average of 32 doubloons each (544 dollars).

I have also heard that another cargo is hourly expected at the same place.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 128.

Acting Consul-General Crawford to the Captain-General of Cuba.

Sir, *Havana, June* 10, 1860.

IN addition to the landing of Bozals at Cardenas on Monday last, which it was my painful duty to complain of to your Excellency in my letter of the 8th instant, it has been reported to me that a large screw steamer, under French colours, arrived off the north coast of this island about a fortnight ago, from Africa, with a cargo of about 1,500 slaves, which was transhipped, it is said, at Punta la Anguila, to four coasting schooners, three of them having succeeded in landing their negroes, one lot of about 400 as above stated at Cardenas, another lot of about 450 at Sagua, the third lot of about 450 at a port or creek further to the eastward, and that the fourth schooner was captured with 450 negroes, near Las Pozas, by a boat from one of Her Catholic Majesty's cruisers.

I hasten to communicate these facts to your Excellency, and I request the favour of you to acquaint me for the information of Her Britannic Majesty's Government, whether said capture is true, and whether your Excellency's officers have succeeded in seizing any more of these negroes, and in bringing the guilty parties to justice.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 129.

Acting Consul-General Crawford to Lord J. Russell.—(*Received July* 30.)

My Lord, *Havana, June* 28, 1860.

I HAVE the honour of reporting to your Lordship, that Her Catholic Majesty's schooner "Christina," sent into the port of Cardenas, on the 26th instant, a brigantine with 297 Africans, which was found the same day at Cayo Bahia de Cadiz, deserted by her officers and crew, and without colours or papers.

It is reported that this slave vessel was formerly the Spanish brigantine "*Narciso*," and that she belonged to one of the secret companies formed here for prosecuting the Slave Trade.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 130.

Acting Consul-General Crawford to Lord J. Russell.—(*Received August* 28.)

(Extract.) *Havana, July* 18, 1860.

I HAVE the honour of laying before your Lordship, copy of a correspondence which I have had with the Captain-General of Cuba, relative to the landing of two cargoes of slaves, one on the north side and the other on the south side of the island.

The first of these cargoes, consisting of about 600 children, was reported to me by Mr. Vice-Consul Smith, as having been landed in the vicinity of the River Zarza, but he subsequently discovered that the disembarkation took place on the 29th ultimo, at the River Manati, a short distance from Trinidad, to which place the negroes were taken in small lots and sold at prices averaging 986 dollars for each negro.

The adventure belonged to a company of slave-traders, of whom a certain Don Joaquin Echaniz (formerly Alcalde at Trinidad), figured as the principal, his nephew, Domingo, having arrived in charge of the negroes, and the whole affair has been done in the most open and scandalous manner, so much so that it is the town's talk at Trinidad that the Lieutenant-Governor received 51,000 dollars for his connivance in the matter.

With regard to the other landing, which was effected in the jurisdiction of Sagua, it appears that it consisted of over 500 negroes, and that some fighting took place between the slave-traders and the authorities who opposed the disembarkation, but I have not been able to learn any of the details.

Inclosure 1 in No. 130.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 6, 1860.

IT has been reported to me that a cargo consisting of about 600 Bozal negroes has been very recently landed in the vicinity of the River Zarza, and that this adventure belonged to a very influential party residing at Trinidad.

I request that your Excellency will be pleased to acquaint me for the information of Her Britannic Majesty's Government with such particulars as may have reached your Excellency upon this subject.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 130.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.) *Havana, July* 10, 1860.

THIS Government not being in possession of any information relative to disembarkation of Bozal negroes at the River Zarza, referred to in your Honour's communication of the 7th instant, I have immediately given the necessary orders to the Lieutenant-Governor of Trinidad, for inquiry as to the acts represented in said communication, and will make known to your Honour the result.

God preserve, &c.

(Signed) FRO. SERRANO.

Inclosure 3 in No. 130.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 11,1860.

WITH reference to my letter of the 6th instant, respecting the landing of a cargo of slaves on the south side of this island, I have since learnt that the negroes were taken to an estate up the River Manati, on the 29th ultimo, from whence they were distributed, many of them having been taken to Trinidad, twenty having arrived there by railway on the 6th instant, and fifty, who were sick, having been conveyed through the town to the Veleria de Zubira, in the Alameda de Concha. The cargo is said to have consisted entirely of children, who have been sold at prices averaging fifty-eight ounces each, and it is reported that the adventure belonged to a person of the name of Echaniz, whose nephew, Domingo, came in charge of it.

Two other vessels with slaves are said to be on their way to Trinidad, and as the late cargoes have been introduced with the most perfect impunity, the owners of these expeditions no doubt reckon upon meeting with equal success.

Another cargo has, it appears, been landed within the last fortnight at Sagua, and it is reported that some resistance was employed by the slave-traders against the authorities who opposed that breach of the law.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 131.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 28.)

(Extract.) *Havana, July* 20, 1860.

I HAVE the honour of transmitting herewith to your Lordship, a copy of a letter which I addressed to the Captain-General on the 11th instant, respecting the landing of a cargo of 660 slaves at La Teja, near Cardenas, on the 7th instant.

From the information which has reached me, it appears that this cargo belonged to a Mr. Levy of this place, who has formed an association with others to prosecute the Slave Trade.

The master of the vessel was tampered with by other slave-traders (a certain Aldaiz, one Cortina, of Cardenas, and a Don Martin Alzanegui, of Matanzas), so that instead of coming to the rendezvous appointed by Levy, he arrived at la Teja, where Aldaiz received the negroes, of whom he sold 500 to the Alcalde Torraya, of Cardenas, at 765 dollars each.

Torraya conveyed his negroes to Cardenas, where he afterwards re-sold them for 1,020 to 1,200 dollars a head, and to cover all these rascally proceedings it is currently stated that the Lieutenant-Governor received 25,000 dollars, and the Promotor Fiscal 6,000 dollars, besides the usual bribery of all the minor officials.

Levy, on receiving the intelligence of the arrival of his vessel, went to Cardenas, and by allowing the other parties to retain part of the plunder, succeeded in getting possession of the promissory notes which Torraya had given in payment of the negroes he had purchased.

All these details are openly discussed at Cardenas.

Inclosure in No. 131.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 11, 1860.

IT is my unpleasant duty to bring under your Excellency's notice another landing of slaves, in number about 660, which is reported to have taken place at La Teja, on Saturday last (7th), some of these negroes were taken into Cardenas on the 8th instant, by the "Sagua" steamer, and were all provided with passes.

I understood that the Lieutenant-Governor and other authorities at Cardenas, went out in pursuit of this adventure, and I request the favour of your Excellency to acquaint me for the information of Her Britannic Majesty's Government, whether they succeeded in capturing any of the negroes, or in arresting the parties concerned in this illegal act.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 132.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 28.)

My Lord, *Havana, July* 31, 1860.

ANOTHER cargo of from 500 to 700 slaves having been landed at La Teja, a place but a few leagues to the eastward of Cardenas, on the night of the 21st instant, I addressed the Captain-General on the subject on the 25th, and I have now the honour of inclosing herewith a copy of my communication, in which your Lordship will observe that I draw his Excellency's attention to the notoriety which the districts of Cardenas and Sagua have lately acquired for successful operations of this illegal nature.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 132.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 25, 1860.

I BEG leave to acquaint your Excellency that another cargo of Bozal negroes was successfully landed to the number of about 500, on the night of the 21st instant, at or near La Teja.

It is reported that both the slaves and the vessel which brought them from Africa, belonged to a person of the name of Francisco Muñoz, who has taken the negroes to Villa Clara. I would respectfully draw your Excellency's notice to the notoriety which the jurisdictions of Cardenas and Sagua have lately acquired for successful operations of this illegal nature.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 133.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 28.)

My Lord, *Havana, August* 2, 1860.

I HAVE the satisfaction of reporting to your Lordship, that in consequence of the late disgraceful occurrences at La Teja and at the River Manati, as detailed in my recent despatches, the Captain-General has removed the Lieutenant-Governor and several of the officials of the jurisdiction of Cardenas, and that it is his intention to supersede those of Trinidad also.

I have every reason to believe that General Serrano really wishes to put an end to these flagrant breaches of the Treaty, but his position is one of great difficulty, inasmuch as the whole community is opposed to him, and it is therefore utterly impossible to obtain legal proofs of any one's complicity in the Slave Trade, whilst the gains of those engaged in it are enormous, and the temptation held out to the subaltern authorities of speedily enriching themselves, cannot be overcome.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 134.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 28.)

(Extract.) *Havana, August* 3, 1860.

THE outfit of vessels for the Slave Trade has been carried on here with more secrecy of late, so that although the sailings have no doubt been as numerous as ever, very little information has transpired concerning them.

The Spanish topsail schooner "*Aurelia*," of about ninety tons, sailed on the 31st ultimo, for the coast of Africa.

The Spanish schooner "*Villa de Ponce*," or "*Paquete de Ponce*," of about ninety tons, also sailed a few days ago in quest of slaves.

There is another schooner now fitting out in this port, and I have been informed that all these vessels belong to a company whose plan is to dispatch a schooner for Africa every fortnight, calculating upon the safe return of one vessel out of every three.

It has also been reported to me that the French ship "*Don Juan*," 427 tons, Gallet master, now in this port, and ostensibly bound to Macao, is in reality going to the coast of Africa.

No. 135.

Acting Consul General Crawford to Lord J. Russell.—(Received August 28.)

(Extract.) *Havana, August* 4, 1860.

THE African Slave Trade with Cuba is being at present carried on with almost unprecedented vigour, and the associations for its prosecution are so numerous throughout the island that it is no exaggeration to say that there are at this moment at least eighty vessels engaged in it.

The steadily increasing number of negroes which are annually imported into Cuba, fully demonstrates the inefficiency of the measures adopted for its suppression.

No. 136.

Acting Consul-General Crawford to Lord J. Russell.—(*Received September* 28.)

My Lord, *Havana, August* 8, 1860

I HAVE the honour of reporting to your Lordship that the brigantine "*W. R. Kibby*," of Boston, which was stated in my despatch of the 16th December last* as being about to proceed to the coast of Africa, was fallen in with by the United States' steamer "Crusader," Commander Maffit, off Anguila Cay, abandoned, and was taken into Key West on the 25th ultimo.

The "*W. R. Kibby*," had evidently just succeeded in transferring her cargo of slaves to a coasting craft of this island, when she was seized by the "Crusader," as not only did she exhibit every appearance of having been engaged in the Slave Trade, but on searching her, the captors found three African boys, who had been left behind in the hurry of the abandonment of the vessel, consequent on the "Crusader's" heaving in sight.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 137.

Acting Consul-General Crawford to Lord J. Russell.—(*Received September* 28.)

My Lord, *Havana, August* 10, 1860.

I HAVE the honour of reporting to your Lordship that in virtue of a Royal Order from Madrid dated the 7th of June last, the Captain-General has issued a Decree permitting the free importation of Chinese coolies under certain regulations, a copy of which I have the honour of inclosing herewith.

These regulations appear to have been framed with an honest desire to protect the coolies from improper treatment, either on the voyage or after arrival here, and however objectionable and arbitrary some of the conditions may appear, it is a step in the right direction, which puts the Chinese emigration to this island on a much better footing than it has been up to the present time.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 137.

Decree authorizing the Introduction of Chinese Labourers into Cuba.

[See Inclosures in No. 97.]

No. 138.

Acting Consul-General Crawford to Lord J. Russell.—(*Received September* 28.)

My Lord, *Havana, August* 18, 1860.

I HAVE the honour of reporting to your Lordship that the United States' steamer "Mohawk" captured near Nuevitas, on the 15th instant, a brig without papers or colours, but fully equipped for the Slave Trade.

From the statement of the crew it appears that the vessel was the Spanish brig "*Joven Antonia*," that she had been to the coast of Africa, and that the captain had made arrangements to ship a cargo of negroes, but being discovered and chased by a British cruiser, they were obliged to return to Cuba empty—a very unlikely story, and it is much more probable that the vessel had succeeded in landing a cargo of negroes in this island, and that she was about to proceed on another slaving voyage when captured by the "Mohawk," as

---

* Class B, presented 1860, No. 227.

I am informed that the captain escaped, taking with him a large sum of money, which was no doubt intended for the purchase of the slaves.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 139.

Acting Consul-General Crawford to Lord John Russell.—(*Received September* 28.)

My Lord, *Havana, August* 23, 1860.

I HAVE the honour of reporting to your Lordship that the French ship "*Don Juan*," Gallet, master, sailed for the coast of Africa on the 10th instant, cleared for Macao, and that the American barque "*Clara Windsor*," of about 300 tons register, Powers, master, was towed out to sea yesterday, having also cleared for Macao, but being, like the "*Don Juan*," bound to Africa in quest of slaves.

Should either vessel be fallen in with by any of our cruizers, she will be found to be fully equipped for the Slave Trade.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 140.

Acting Consul-General Crawford to Lord J. Russell.—(*Received September* 28.)

My Lord, *Havana, August* 30, 1860.

I HAVE the honour of laying before your Lordship a copy of a letter which I had occasion to address to the Captain-General on the 24th instant, in consequence of the landing of a cargo of about 600 slaves in the district of Bahia Honda.

His Excellency has not favoured me with any answer to my communication, but I am enabled to state to your Lordship that, as usual, the landing was effected with the most perfect impunity, and it is reported that heavy bribes were employed on the occasion.

The adventure consisting of about 600 Congos, was put ashore at an estate called Margarita, or Buena Vista, at the Creek of La Mulata, in the vicinity of Las Pozas, on the 22nd instant, and belonged to the well-known slave trader Durañona, and others of this place.

Some of the negroes were brought to Havana by coasting vessels, but having their passes in order, the authorities here could not meddle with them.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 140.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, August 24, 1860.

IT having been reported to me from a creditable source that a cargo consisting of about 550 Bozal negroes, was landed near Bahia Honda within the last day or two, I hasten to apprize your Excellency of the fact, and I shall be happy to learn if the authorities of that jurisdiction have succeeded in capturing any of the negroes, or in arresting the parties engaged in that illegal Traffic.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 141.

Acting Consul-General Crawford to Lord J. Russell.—(*Received September* 28.)

(Extract.) *Havana, September* 5, 1860.

I HAVE the honour of transmitting herewith to your Lordship a copy of a letter which I addressed to the Captain-General on the 1st instant, having reference to a most flagrant violation of the Treaty for the suppression of the Slave Trade, which took place on or about the 27th ultimo, at Canasi, in the jurisdiction of Matanzas.

It is currently reported that the cargo of negroes alluded to consisted of about 750, and that they were landed at Canasi, from a vessel which was afterwards burnt, but which is said to have been the "*Eloisa*," commanded by the nephew of the well-known slaver Captain Eugenio Viñas.

The negroes were immediately taken to an estate in the neighbourhood called the Desquite, where it appears that they were seized by order of the Governor of Matanzas, but as this was contrary to law, they had to be restored.

It is also stated that some of the owners of the adventure were arrested, but being extremely wealthy and consequently influential parties, they were shortly afterwards released.

Inclosure in No. 141.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, September 1, 1860.

THE very recent landing of a large cargo of Bozal negroes in the jurisdiction of Matanzas, the momentary arrest of some of the parties concerned, the temporary detention of the negroes and their subsequent release, are subjects of such notoriety that they have no doubt been made known to your Excellency; and as in bringing the matter under the notice of Her Britainic Majesty's Government, I am most desirous of correctly stating the reasons which led to the barren results of the exemplary zeal which it is said was displayed by the Governor on this occasion, I would most respectfully request the favour of your Excellency to make me acquainted with the circumstances.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 142.

Acting Consul-General Crawford to Lord J. Russell.—(Received October 1.)

My Lord, *Havana, September* 11, 1860.

I HAVE the honour of transmitting herewith to your Lordship a translation of a circular which the Captain-General has addressed to all the Governors and Lieutenant-Governors in this island, and which appeared in the "Gazette" of the 6th instant, urging them to use every means in their power to prevent the landing of slaves, and at the same time warning them that his Excellency will hold them and all their subordinates personally responsible for any infringement of the law which may occur in their jurisdictions, the mere fact of the landing of a cargo of slaves being considered sufficient to suspend from his office any public employé who is unable to show that he has done his duty in endeavouring to prevent it, besides delivering him over to the tribunals for trial, should there be reasons for suspecting dishonesty.

I need scarcely point out to your Lordship that if this measure is strictly enforced it will go a great way towards putting down the Slave Trade; but I fear that General Serrano's good intentions will be often thwarted by the cunning of the traders; and it will be very easy for the subaltern officers of the district where a cargo of negroes may be landed, to capture a few of the sick or weakly, and thus cover their responsibility in the matter.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 142.

Circular.

(Translation.) *Havana, September* 4, 1860.

IN the orders circulated by this Superior Civil Government on the 30th of November and 6th of June last, I cautioned the civil authorities of this island to observe the strictest vigilance in order to prevent any disembarkation of Bozal negroes, stating that I would exact the strictest responsibility from them as well as from any public officer in whose jurisdiction the landing of negroes might take place, whenever I learnt that it had been effected through their improper conduct or carelessness.

Notwithstanding such positive dispositions several disembarkations of Bozal negroes have recently taken place at various parts of the island, and I have been compelled to adopt measures, at all times unpleasant, against certain officers for not having duly proved that they had displayed all the zeal and energy which are requisite for the exact fulfilment of the duties imposed upon them by their office and by the said orders of this Government.

In consequence thereof, and determined as I am to prevent the Slave Trade by every means in my power, strictly fulfilling the Treaties with other nations, as well as the laws and other dispositions in force on the subject, I again address you, strictly charging you on your own responsibility and on that of the public officials under your immediate control, to maintain the utmost vigilance in order to prevent any infringement of these laws and dispositions in the jurisdiction under your command, with the understanding that the simple fact of the landing of a cargo of slaves will be deemed sufficient cause for suspending from office any public employé who does not use every exertion and every legal means in his power to prevent it, whether through negligence or otherwise, besides subjecting him to trial, should there be reasons of another nature for suspecting his conduct or for doubting his honesty.

The vast importance of this subject cannot escape your good judgment; and that any want of zeal and activity in the matter must necessarily fall back upon the honour of the Government, which it is my duty to preserve spotless even in the last of the public employés. I hope, therefore, that without loss of time you will transmit to all your subordinates the foregoing instructions, with any others that your zeal and desire for the general good properly considered may suggest, it being clearly understood that I shall be inexorable in carrying out all that I have decreed in the same manner that I shall endeavour to reward those who render good service.

Finally, I charge you to make use of every gubernative means in your power for the due performance of these instructions, being assured that this Civil Government will approve of all the steps which may be taken to prevent the reprobated Traffic in Slaves.

God preserve, &c.

(Signed) FRANCISCO SERRANO.

No. 143.

Acting Consul-General Crawford to Lord J. Russell.—(*Received October* 29.)

My Lord, *Havana, September* 24, 1860.

I HAVE the honour of transmitting herewith to your Lordship a translation of the Captain-General's answer to my letter of the 1st instant, denouncing the landing of the "*Eloisa's*" cargo of slaves at Canasi, subject of my despatch of the 5th instant.

His Excellency avoids all particulars, merely admitting the fact of the Governor of Matanzas having seized "some negroes, which he believes to be Bozals recently imported," at the sugar-plantation Desquite, where it appears they will be under detention until the Royal Audiencia Pretorial has pronounced its decision as to the legality of the capture.

It has been reported to me that great efforts have been made by the owners of this adventure (who are all very wealthy and influential) to obtain the release of the negroes, but they have not been able to succeed so far; and whatever the final result of this affair may be, it will be a ruinous concern for all the parties interested, for even if the slaves are restored, the expenditure in douceurs and law charges will be enormous.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 143.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.) *Havana, September* 21, 1860.

IN answer to your Honour's communication of the 1st instant, denouncing the landing of a cargo of Bozal negroes in the jurisdiction of Matanzas, and asking me at the same time to inform you of the circumstances which took place in this affair, in order to report the same to Her Britannic Majesty's Government, I have to state to you that the Governor of Matanzas did actually seize some negroes which he believed to be Bozals of recent importation; but the seizure took place on the estate or sugar plantation called Desquite, where the negroes remain under a guard; and as the act of declaring the emancipation of negroes now rests with the Royal Audiencia Pretorial (Supreme Court), I have left free the action of the judicial authorities in this case, in order that they may proceed as they think fit, and according to law.

God preserve, &c. (Signed) FRO. SERRANO.

No. 144.

Acting Consul-General Crawford to Lord J. Russell.—(*Received October* 29.)

My Lord, *Havana, October* 5, 1860.

I HAVE the honour of reporting to your Lordship that Her Catholic Majesty's steamer "Isabel Francisco" brought into this port on the 3rd instant about 600 Africans, which were captured at Cay Bahia de Cadiz, near Cardenas, two days previously.

The vessel which conveyed them from Africa, an American screw-steamer, ran a-ground on the Cay, where she will probably remain. She had on board about 850 negroes, of whom about 200 escaped with the captain, as the whole cargo was already landed on the Cay, when the Spanish man-of-war arrived there.

I understand that the negroes are Lucumis and Mandingoes, and that they are in very fine condition.

The slaver was owned here, and was fitted out in the United States.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 145.

Acting Consul-General Crawford to Lord J. Russell.—(*Received November* 20.)

My Lord, *Havana, October* 25, 1860.

I HAVE the honour of reporting to your Lordship that Her Catholic Majesty's steamer "Neptuno" captured and brought into this port on the 23rd instant the American brigantine "*Byron*" of Newtown, with 361 negroes.

This vessel was from the Congo, and had on board 371 slaves at the time of her capture, 12 having died since; the remainder are in a very sickly and miserable condition.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 146.

Acting Consul-General Crawford to Lord J. Russell.—(*Received December* 1.)

(Extract.) *Havana, November* 3, 1860.

I HAVE the honour of reporting to your Lordship that the American schooner "*Major Barbour*" sailed for New Orleans on the 16th of October, and that she will probably proceed to the Coast of Africa from that port.

The American brig "*Nancy,*" 219 tons, Lewis master, cleared and sailed the 30th ultimo for San Tomé and the River Congo, with 165 pipes of rum, 13½ boxes sugar, 8 arrobas coffee, and 40,000 cigars. From the correspondence relative to this vessel, a copy of which I beg leave to lay before your Lordship, it is very gratifying to observe that the Captain-General immediately informed me of the report which was transmitted to him from the Custom-house that the "*Nancy*" was clearing for the Coast of Africa; but it is to be regretted that no steps could be taken against her, inasmuch as she was cleared in a legal manner. There is no doubt, however, as to the ultimate object of the "*Nancy's*" voyage.

The Spanish brigantine "*Margarita,*" of about 200 tons, is said to be intended for the Slave Trade; and the American barque "*Lyra*" has been sold here to notorious slave-traders, so that she will, no doubt, ere long, be on her way to Africa.

Inclosure 1 in No. 146.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.) *Havana, October* 23, 1860.

THE Intendant-General of the Army and Royal Revenues writes, under date the 20th instant, as follows:—"The Collector-General of the Customs informed me yesterday the following: Messrs. Hamel and Co. have this day applied for the opening of the register of the American brig "*Nancy*," Lewis, master, for San Thomas and the River Congo, which I report to your Excellency, for such purposes as may be deemed convenient; and I have the honour of transmitting the same to your Excellency, for your information, begging of you to determine and communicate to me what you may think fit."

I transcribe the same to your Honour for your information.

God preserve, &c. (Signed) FRO. SERRANO.

Inclosure 2 in No. 146.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, October 25, 1860.

I HAVE the honour of acknowledging the receipt of your Excellency's letter of the 23rd instant, acquainting me that Messrs. Hamel and Co. have made application at the Custom-house at this port for the clearance of the American brig "*Nancy*" for San Thomas and the River Congo.

I beg leave to thank your Excellency for this information, which fully bears out the report which I forwarded to Her Britannic Majesty's Government on the 30th ultimo, that the brig "*Nancy*" was destined for the coast of Africa, where she will no doubt be employed in the Slave Trade.

I avail of this occasion to congratulate your Excellency on the captures recently effected by Her Catholic Majesty's cruizers on this station, and to assure your Excellency that it is a source of very great pleasure to me to be able to bear testimony in my despatches to the British Government of the sincere desire evinced by your Excellency to put down the inhuman Traffic in African slaves.

I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 147.

Acting Consul-General Crawford to Lord J. Russell.—(Received December 7.)

My Lord, *Havana, November* 10, 1860.

I HAVE the honour of transmitting herewith to your Lordship a copy of a letter which I addressed to the Captain-General on the 1st instant, relative to the landing of about 350 slaves at the Isle of Pines, which circumstance has since been corroborated by a verbal report made by the Commander of the United States' steamer "Wyandotte" to the Vice-Consul at Cienfuegos.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 147.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, November 1, 1860.

INTELLIGENCE having reached me that a cargo of about 350 Bozal negroes was landed a few days ago at the Isle of Pines, and that it is probable that the owners will land them at Batabano by the steamer "*Cubano*" in lots of thirty or forty at a time, I hasten to bring this circumstance under your Excellency's notice, and I also beg leave to state that more than one cargo has been run at the Isle of Pines this year, which I have refrained from denouncing to your Excellency, for want of reliable details.

I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 148.

Acting Consul-General Crawford to Lord J. Russell.—(*Received December* 7.)

My Lord, *Havana, November* 12, 1860.

MR. VICE-CONSUL SMITH having reported to me the landing of a cargo of about 200 negroes near Trinidad, I addressed a letter on the 3rd instant to the Captain-General, a copy of which I have the honour of laying before your Lordship; and having subsequently heard that another cargo of about 600 slaves had also been run at the same place, I deemed it expedient to seek an interview with his Excellency on the subject of such frequent breaches of the Treaty.

I found General Serrano very much excited and in full possession of all the circumstances connected with these landings.

His Excellency informed me that he was determined to punish every one concerned in such shameful proceedings against whom he could obtain legal proofs, and that he had already removed the Lieutenant-Governor and three other officers of the jurisdiction ot Trinidad, besides applying to the Admiral to supersede the Commandant of Marine, and that he would recommend the Government at Madrid to recall the Alcaldes of Trinidad and of Sancti Espiritu for alleged connivance with the slave-traders.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 148.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, November 3, 1860.

HAVING received reliable information that a cargo of Bozal negroes was landed a few days since in the jurisdiction of Trinidad, I beg leave to inform your Excellency thereof, and request the favour of you to acquaint me whether the authorities have succeeded in capturing any part of it.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 149.

Consul-General Crawford to Lord J. Russell.—(*Received December* 18.)

(Extract.) *Havana, November* 27, 1860.

I HAVE the honour of reporting to your Lordship that the barque "*Lyra,*" 217 tons, cleared for Canaries and sailed on the 24th, most undoubtedly to be engaged in the Slave Trade.

I also hasten to acquaint your Lordship that the American barque "*Ardennes*" has cleared this day for St. Thomas, Ambriz, and Rio Congo, the master S. H. Good having shown that he is to proceed on a lawful trading voyage; but the antecedents of this notorious vessel all lead to the conclusion that she will be employed in bringing a cargo of slaves to this island, if by possibility she can get them on board and escape the vigilance of our cruizers.

I have heard that another cargo of slaves, said to have consisted of 350, was landed a few days ago near Cardenas, but my information is not such as that I feel warranted in writing to the Captain-General on the subject.

SPAIN. (*Consular*)—*Teneriffe.*

No. 150.

Acting Consul Parkinson to Lord J. Russell.—(Received November 12.)

My Lord, *Teneriffe, September* 5, 1860.

I HAVE the honour to transmit herewith copies, with their translations, of a despatch I addressed on the 3rd instant to his Excellency General Ameller, the Captain-General of the Canary Islands, upon the subject of the suspicious proceedings at the Island of Palma of a Spanish brig called the "*Audaz*," which vessel it has been reported to me is fitting out for Slave Trade purposes; and of the reply thereto of the Acting Captain-General, during the indisposition of his Excellency.

Also of a despatch I addressed on the same day and on the same subject to the officers commanding the several divisions of Her Majesty's squadron on the West Coast of Africa.

I have, &c.
(Signed) JOHN PARKINSON.

Inclosure 1 in No. 150.

Acting Consul Parkinson to the Captain-General of the Canary Islands.

(Translation.)

Sir, *Santa Cruz, Teneriffe, September* 3, 1860.

INFORMATION has just been given to this Consulate that the Spanish brig "*Audaz*," Captain Edwardo Morales, is fitting out at the Island of Palma for the purpose of engaging in the Slave Trade. According to what I am given to understand this vessel is to sail during the commencement of this present month of September under the pretext of making a voyage to Mogador, but that this is not her real destination. It appears that the "*Audaz*" arrived in these Islands from the Havana rigged as a "mistico," having afterwards been rigged as a brig. I am assured that this intelligence of this intended attempt is correct, and such as I state it to your Excellency.

All which I have the honour to communicate to your Excellency that you may be pleased to give the requisite orders to prevent this expedition having illegal traffic for its object being carried into effect.

God preserve, &c. (Signed) JOHN PARKINSON.

Inclosure 2 in No. 150.

The Lieutenant-Governor of the Canary Islands to Acting Consul Parkinson.

(Translation.) *Santa Cruz, Teneriffe, September* 3, 1860.

ON the receipt of your official communications of this date I transmit a copy of it on the same date to the Naval Superintendent of these Islands for the investigations and measures that may be called for respecting the case of the Spanish brig "*Audaz*," which, according to intelligence obtained at the Consulate, is fitting out to proceed to the Coast of Africa and engage in the Slave Trade; and I thank you for your interest towards a service which is so much enjoined by the Government of Her Majesty.

God preserve, &c.

During the indisposition of his Excellency the Captain-General,
The Brigadier Lieutenant-Governor,
(Signed) JOAQUIM RAVENET.

Inclosure 3 in No. 150.

Acting Consul Parkinson to Commodore Wise.

Sir, *Canary Islands, Teneriffe, September* 3, 1860.

I BEG to acquaint you that I have just received information that a fine Spanish brig called the "*Audaz,*" Edwardo Morales, master, is being fitted out at the Island of Palma, one of the Canaries, for a voyage to the West Coast of Africa with the view of engaging in the Slave Trade.

I am given to understand that this vessel will sail from Palma in a few days, nominally bound to Mogador, but that she is in reality to proceed to those parts of the Coast usually frequented for Slave Trade purposes, there to ship a cargo of slaves for Cuba, but to what particular part I have been unable to ascertain.

The owners of the "*Audaz*" are Gabriel Bosch, a Catalan resident in these islands, and some persons at the Havana, from which place this vessel arrived here some time ago rigged as a felucca or mistico, but has now been brig-rigged at Palma and is a very fast sailer.

I am assured that this intelligence regarding the intended proceedings of the "*Audaz*" is not founded on surmises, but may be depended upon as correct.

I am, &c.
(Signed) JOHN PARKINSON.

No. 151.

Acting Consul Parkinson to Lord J. Russell.—(*Received November* 12.)

My Lord, *Canary Islands, Teneriffe, October* 31, 1860.

I HAVE the honour to transmit herewith a copy of a despatch I addressed on the 4th instant to the Senior Officers of Her Majesty's ships and vessels stationed on the West Coast of Africa, giving information of the sailing of the Spanish brig "*Audaz*" for the purpose of engaging in the Slave Trade.

Although I have repeatedly called the attention of the authorities of this province to the suspicious proceedings of the "*Audaz,*" and they have expressed themselves determined to prevent any attempts to fit out vessels in these islands for Slave Trade purposes, no steps whatever were adopted by them in reference to this vessel, and no inquiry instituted.

I have reason to believe that the apparent connivance of these local authorities, or their utter indifference to the very evident proceedings of the "*Audaz,*" will serve to encourage many persons to follow this example who are only too ready if they see that they may do so with impunity. The total absence from this port of any of Her Majesty's cruizers proceeding to or returning from the Naval station on the West Coast of Africa, since the 4th of April last, and of any British vessel of war whatever, with the exception of the "Euryalus" on the 30th May last, I believe to have the effect of inducing an opinion that attempts of a similar nature to the successful one effected by the "*Audaz*" may be safely made.

The concurring testimony of many persons since the departure of the "*Audaz*" leave no room to doubt the character of voyage she sailed upon.

I have, &c.
(Signed) JOHN PARKINSON.

Inclosure in No. 151.

Acting Consul Parkinson to Commodore Wise.

Sir, *Teneriffe, October* 4, 1860.

WITH reference to the communication I addressed to you on the 3rd ultimo, and also transmitted on the same day by the Royal mail contract steamer "Ethiope," regarding the equipment at the Island of Palma of the Spanish brig "*Audaz,*" for the purpose of engaging in the Slave Trade, I have now to acquaint you that this vessel sailed from the port of Santa Cruz de la Palma on the 26th ultimo, having ostensibly cleared for Tensift (Morocco), but sailed to the southward in reality, for the purpose of calling at Tesacorte, a small port at the west of the same island, to embark surreptitiously an extra number of seamen, and was afterwards to proceed to Gomera, one of the smaller islands of this group, where a supply of fetters, arms, and other articles of Slave Trade equipment is stated to have been secretly provided.

The "*Audaz*" is a brig of about 200 tons, and takes from Palma a crew of from twenty-five to thirty men. In addition to these, five Spanish seamen at this port, and also three British distressed seamen, who were under the charge of this Consulate, and on the point of being sent home, have absconded together, and have been taken over from here by some agent of the owners to join the "*Audaz*" at Tesacorte or Gomera.

The destination of the "*Audaz*" is stated to be some part of the West Coast of Africa, about Loanda (or Loango), where, it appears, a cargo of slaves is ready to be shipped in this vessel.

It is supposed that upon arriving off the part of the coast where the shipment of slaves is to be attempted, this brig is intended to keep a good offing, a boat, or boats, having been constructed at Palma capable of remaining at sea for two, three, or more days away from the vessel.

As it might perhaps add some clue leading to the discovery and capture of this vessel, I may mention that the principal owner of the "*Audaz*" is a native of Cuba, named Pujol.

I have, &c.
(Signed) JOHN PARKINSON.

P.S.—The destination of the vessel above referred to is stated by some to be Gabon, but I have no means of vouching for the statement.

TRIPOLI.

No. 152.

Consul-General Herman to Lord J. Russell.—(*Received May* 10.)

My Lord, *Tripoli, April* 30, 1860.

I HAVE the honour to transmit to your Lordship, inclosed, copy of a despatch I have addressed to his Excellency the Governor of Malta on the subject of certain parties of negroes that have lately been directed from this place on that island *en route* for the Turkish capital or other ports of the Archipelago.

The negroes in question previous to embarkation were provided with letters of manumission in due form and endorsed by the Cadi, the highest legal functionary in the Regency. But such documents in the majority of cases are absolute fictions, as there are but too numerous examples to prove of negroes provided with such papers having been subsequently sold at Constantinople and other Turkish ports, where they fetched enormous prices.

If this system be not checked, by an ingenious fiction the Island of Malta may become a convenient point of transit for an illicit traffic in negroes, and that, too, without the slightest knowledge of the island authorities.

I have, &c.
(Signed) G. F. HERMAN.

Inclosure in No. 152.

Consul-General Herman to the Governor of Malta.

Sir, *Tripoli, April* 30, 1860.

I HAVE the honour to report to you, for the information of his Excellency the Governor, that notwithstanding the abolition, by an Imperial firman, of the Slave Trade in Turkey, a considerable contraband Traffic in negroes is still carried on in this Regency.

Every ingenious device is resorted to, even by the authorities themselves, to neutralize the operations of the Imperial decree. One of the most frequent means adopted is to provide each slave embarked with letters of manumission, which are duly endorsed by the Cadi himself, the highest legal functionary in the place. But this is an absolute fiction. No sooner has the vessel cleared the port than these documents are destroyed, and the negro resumes his former status; for it is notorious that many negroes who have been embarked from this port provided with these fictitious papers were subsequently sold at Constantinople and other ports of the Levant, where they fetch enormous prices.

Since the establishment of a steam communication between this port and Malta, negroes in small parties have been in this manner lately conveyed to that island *en route* for the Turkish capital or other ports of the Archipelago. The steamer now running between this and Malta is under the Turkish flag, but the master is a Maltese, who, as well as the masters of the several small craft trading between this and Valetta, have been duly warned of the severe penalties they will incur by the slightest infraction of the Act 5 Geo. IV, cap. 113.

Under these circumstances, as it never could have been contemplated, after the prodigious sacrifices that Great Britain has made, and is still making, for the abolition of the Slave Trade, that the island of Malta should ever by an ingenious Turkish fiction, of which the island authorities have no knowledge, be made a point of transit for all illicit traffic in slaves, I lose not a moment in bringing this subject to the attention of his Excellency the Governor, in order that such preventive measures, so far as the island of Malta is concerned, may be taken as the exigencies of the case may be considered to justify.

I have, &c.
(Signed) G. F. HERMAN.

P.S.—It has just come to my knowledge that the Cadi himself proposed to the captain of a Maltese bombard, the "*Gloria Carmeli*," which will sail for Malta with the first fair wind, to convey to that island eighty-two negroes *en route* for Constantinople, all of whom were duly provided with manumission papers *en règle*, the fictitious value of which the slightest interrogation of the negroes themselves at the port of disembarkation would immediately establish.

No. 153.

Lord J. Russell to Consul-General Herman.

Sir, *Foreign Office, May* 16, 1860.

WITH reference to your despatch of the 30th ultimo, I have to acquaint you that I approve of your having called the attention of the Governor of Malta to the practice which exists of forwarding negroes to that island from Tripoli, furnished with manumission papers, who, there is every reason to believe, are subsequently sold into slavery at Constantinople.

I am, &c.
(Signed) J. RUSSELL.

No. 154.

Consul-General Herman to Lord J. Russell.—(Received August 3.)

My Lord, *Tripoli, July* 2, 1860.

I HAVE the honour to report to your Lordship that in the month of August last an expedition, composed of 2,000 men, organized by the Governor of the Syrtis, Ali Bey Littenise, and headed by his brother, left that district for the purpose of making a razzia on the interior, and actually marched on the Tuarik town of Ajer, situated in latitude 17° north, longitude 8° east.

Informed of this expedition, the Governor-General, to arrest its march, despatched troops upon Benoolia and the Fezzan; but so cunctatorean were their movements that the operation totally failed. In consequence these freebooters plundered in succession the Tibboo town of Cavar and the Tuarik town of Ajer, one of the great commercial entrepôts of the interior; and at a well near the last place they further captured and destroyed a caravon of Tuariks and Ghadamsines numbering some 3,000 persons. The expedition then countermarched upon Cavar, where a distribution of the spoil was made. From that point, breaking up into two divisions, one, 800 strong, moved upon Canem, to operate a junction with Ouled Soleyman, an Arab tribe which some years ago in a state of disaffection emigrated from this Regency. The second division took, it was supposed, the direction of Audgela, with the object of gaining the Egyptian frontier.

On the receipt of the report of these movements made to me by Her Majesty's Acting Vice-Consul at Morzouk, I immediately sought an interview with the Governor-General, to whom I exposed that although the first division was far beyond the sphere of his jurisdiction, still if prompt and vigorous measures were taken the second might yet be intercepted.

Accordingly his Excellency, in the month of May last, despatched a column, composed of one battalion rifles, two squadrons cavalry, one light field battery, and 600 mounted irregulars, under the orders of Colonel Sabri Bey, in pursuit of the marauders. After an eccentric march of forty days this column struck the sea at Marzu Brega, some four marches from Bengasi.

Deceived by so eccentric a movement, and deeming Bengasi to be Sabri Bey's objective point, Ali Bey Littenise abandoned his design of gaining Koufoon, an oasis in the heart of the Lybian Desert, and tarried in fatal security in his camp at the well of Ghedeba, near the bottom of the Gulf of Syrtis, at which point, by a rapid countermarch, he was surprised by Sabri Bey. The entire camp, composed of 2,000 tents, Ali Bey, eighteen

Sheiks, some forty Tuarik and Tibboo women and children, and a large material, fell into the hands of the Imperial troops.

This march of upwards of 600 miles during the present hot season across an uninterrupted desert, where for days together no water was found, while it reflects the highest credit on the skilful execution of the officer in command, exhibits at the same time the extraordinary power of endurance of the Turkish soldier. The only casualty that marked its operation was the loss of twelve artillery horses, that died from sheer exhaustion.

In the meantime Cassim Pasha, the Governor of Mesurata, at the head of a small force of irregular cavalry, advanced from that point into the Syrtis, and succeeded in recovering some 200 women and children, 130 of whom, composed in a great majority of Tibboo children of tender age, were yesterday in a most deplorable condition brought into Tripoli.

It is the intention of the Governor-General to send these unfortunates back to their respective countries, a measure, it is to be hoped, that will in some degree allay the bitter feeling of hostility that this razzia, marked by acts of the most cold-blooded atrocity, has engendered among the Tibboo and Tuariks.

The Governor-General assured me that on the retrograde march of these freebooters from Ajer to Cavar upwards of 100 Tuarik children were left to perish in the desert.

Ali Bey and his companions will be brought down here, where it is to be desiderated that such an example will be made of them as will arrest the further development of similar expeditions, alike revolting to humanity and pregnant with the utter ruin of the commerce of the interior.

I have, &c.
(Signed) G. F. HERMAN.

No. 155.

Consul-General Herman to Lord J. Russell.—(*Received August* 3.)

My Lord, *Tripoli, July* 18, 1860.

WITH reference to my despatch of the 2nd instant, reporting the surprise and capture of Ali Bey Littenise's camp by Colonel Sabri Bey, I have further the honour to report to your Lordship that the officer in question has since recovered 240 negroes and 300 camels.

The number of negroes already recovered will convey to your Lordship some idea of the magnitude of the razzia.

I have, &c.
(Signed) G. F. HERMAN.

No. 156.

Lord J. Russell to Consul-General Herman.

Sir, *Foreign Office, August* 20, 1860.

I HAVE received your despatches of the 2nd and 18th ultimo, reporting the successful result of measures adopted by the Governor-General of Tripoli, to intercept an expedition organized by Ali Bey, for the purpose of plundering and procuring slaves in the interior; and I have in reply to state to you, that the conduct of the Governor-General in this matter, reflects much credit upon him. You should insist upon the punishment of the offenders.

I am, &c.
(Signed) J. RUSSELL.

No. 157.

Consul-General Herman to Lord J. Russell.—(*Received October* 5.)

My Lord, *Tripoli, September* 14, 1860.

WITH reference to your Lordship's despatch of the 20th ultimo, conveying your Lordship's approval of the measures taken by the late Governor-General, Izret Pasha, to intercept the marauding expedition of Ali Bey, I have the honour to state that he and some thirteen other Sheiks, his adherents, were a few days ago brought into Tripoli.

They are at present in chains, and all their property has been confiscated.

His Excellency the Governor-General assured me yesterday that on the arrival of Sabri Bey, who commanded the column sent against them, a searching inquiry shall be instituted into the whole affair, and such a further measure of punishment awarded as the circumstances of the case may justify.

I have, &c.
(Signed) G. F. HERMAN.

TURKEY.

No. 158.

Sir H. Bulwer to Lord J. Russell.—(*Received April* 15.)

My Lord, *Constantinople, April* 4, 1860.

I HAVE the honour to transmit, herewith, copy of a despatch from Her Majesty's Consul at Jeddah, giving an account of the excitement which exists among the population of that place, in consequence of the local authorities enforcing the Sultan's orders for the suppression of Slave Trade.

Fuad Pasha, to whom I lost no time in communicating the contents of Mr. Stanley's despatch, does not anticipate the consequences apprehended by the latter, but thinks it prudent under existing circumstances, without rescinding former orders, to recommend their being carried out with prudence, particularly at a moment when a heavy contribution for the late outrage is to be levied on the population of Jeddah.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure in No. 158.

Consul Stanley to Sir H. Bulwer.

Sir, *Jeddah, March* 13, 1860.

WITH reference to previous correspondence with your Excellency concerning the Slave Trade at Jeddah, I have the honour to inform your Excellency that the Governor-General of the Hedjaz issued on or about the 25th of February, an order forbidding the exportation of slaves from the ports of Nubia and Abyssinia, and also their importation to, or exportation from, Jeddah or the other ports of Arabia.

I think it my duty to inform your Excellency, that in consequence of this order the population is highly excited, and though it is my opinion that no rising will take place so long as no further prohibitory order is issued, as it is easy to carry on a contraband trade with slaves, embarking and disembarking them along the coast, especially as the Ottoman Government has no cruizers in the red sea; yet if they attempt to put a stop altogether to the Traffic in Slaves, it is rumoured that there will be a general insurrection among the Arabs, the consequences of which might be disastrous to the Ottoman authority, as they are scarcely in sufficient force to insist on any measure that is contrary to the wishes and interests of the whole native population.

Your Excellency is aware that when in 1855 the Government attempted to put a stop to the sale of slaves in Mecca a revolution was the immediate consequence; the garrison was shut up in Mecca for some months, and the Porte was obliged to repeal the obnoxious order.

In an interview I had yesterday with the Governor of the town, he expressed his hope that the Supreme Government would not send out orders to stop altogether any sale of slaves, as he felt sure that such order would produce a general rising, and also his belief that as the Arabs on both sides of the sea have peaceably submitted to these orders, forbidding the importation or exportation of slaves from any ports in the Red Sea, but allowing the sale of those that are already in Arabia, slavery will gradually cease, from their being no supply.

He owns that their hope of carrying on a contraband trade, has probably induced them to submit to this order.

I am aware that the traffic in slaves could easily be prevented by having a few criuzers, English or French, in the Red Sea, but in that case, I humbly submit my opinion to your

Excellency, that it would be impossible for Christians to reside at Jeddah, or any of the ports in Arabia in the Red Sea. There is already, I am assured, a bitter feeling against the English among the Arabs, and against me as British Vice-Consul, as they know that the English have done so much to stop slavery, and it is supposed that they, through my instances, have caused these orders to be sent from Constantinople, connected too, as they say, with the late seizure of the ship "*Toohlee Salem*," at Massowah.

Your Excellency will see that this is a delicate subject for me to treat of, as it may expose me to the imputation of personal fear, but I consider that, in the situation which I have the honour to hold at Jeddah, and with such large British interests dependent on the tranquillity of the place, I should not be justified in withholding from your Excellency the rumours of insurrection excited by this order, especially as there are many who do not hold the same opinion with the Governor of the Town, as to the submissive manner in which the natives have received these orders.

I have, &c.
(Signed) G. E. STANLEY.

No. 159.

Lord J. Russell to Sir H. Bulwer.

Sir, *Foreign Office, June* 22, 1860.

I TRANSMIT to your Excellency, herewith, an extract of a letter from Captain Playfair to the Secretary of State for India, which has been communicated to me by Sir Charles Wood, relative to the connivance of Turkish authorities at the continuance of the Slave Trade in the neighbourhood of Aden, and I have to instruct your Excellency to make a representation on this subject to the Turkish Government.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 159.

Captain Playfair to Sir C. Wood.

(Extract.) *Aden, May* 18, 1860.

IT is rumoured that the Turkish authorities in the Tehama have consented to connive at the continuance of the Slave Trade at Zaila and Tajourra, upon condition that one quarter of the net proceeds be made over to the Pasha of Yemen. This is currently believed, and it is certain that Shermarkie has gone to Hodeida to consult with the Pasha on the subject.

No. 160.

Sir H. Bulwer to Lord J. Russell.—(Received December 26.)

My Lord, *Constantinople, December* 12, 1860.

WHILST the trade in Black slaves is prohibited, the purchase of Circassians is still maintained.

As an order was issued during the war prohibiting their purchase in a particular spot, I took occasion the other day to see whether a wider extension could not be given to this order, and brought a case before Aali Pasha, of which I had been informed by Mr. Calvert. But His Highness replied by stating that the order was special, and for a special purpose, and that the purchase of white slaves was part of the law and custom of the country; and indeed, all the wives of the Sultan, and many of the wives of the Pashas, Aali Pasha's wife herself included, have been slaves, whilst some of the first men in the Empire, the Sultan's own brother-in-law, for instance, have also been originally purchased and brought up in the houses of the great dignitaries.

The position of the white slave in Turkey is in fact, in some respect, like that of an adopted child, and he or she is quite as frequently found in after life in the highest ranks as any person born free. The institution, moreover, is so blent with oriental manners that, however repugnant to our own notions, it would be almost impossible, even if it were beneficial to change it. I thought it desirable, nevertheless, that your Lordship should know the exact state of the question.

I have, &c.
(Signed) HENRY L. BULWER.

Inclosure in No. 160.

Précis of Firman and Vizirial Letters on Purchase of White Slaves.

A FIRMAN was issued by the Porte in 1854 prohibiting the Trade in Slaves of Circassian and Georgian origin in the Province of Batoum.

Vizirial letters were at the same time addressed to the Pasha of Trebizond and to the Governors of Djanick and Lazistan, to prevent the introduction of such slaves by land into Anatolia, or their landing on any portions of the coast; and any infractions of these regulations were to be severely punished.

TURKEY. (*Consular*)—*Canea in Crete.*

No. 161.

Consul Guarracino to Lord J. Russell.—(Received December 27.)

My Lord, *Canea in Crete, December* 10, 1860.

I HAVE the honour to transmit, herewith inclosed, copy of a despatch which I have this day addressed to the Embassy.

I have, &c.
(Signed) FREDK. GUARRACINO.

Inclosure in No. 161.

Consul Guarracino to Sir H. Bulwer.

Sir, *Canea in Crete, December* 10, 1860.

I HAVE the honour to report to your Excellency that, on the 5th instant, a negress slave, named Saharah, came to my private residence, which is some distance from the town, in a miserable plight to claim protection from her master, a Turk of Canea called Hussein Captan, who, she said, had ill-treated her.

My French colleague happening to be with me at the time, and as I was busy and my dragoman out of the way, the former agreed, at my request, to take the woman in charge in going into town, and desired her to follow him. I learnt afterwards, to my great surprise, that the Governor, Ismail Pasha, had refused to accede to the French Consul's demand to the effect that Hussein Captan should be desired to give Saharah her liberty, stating that the instructions from the Porte were, that black slaves cannot be deemed to be emancipated unless they have served their master for ten years, and that Hussein Captan only having bought the one in question three or four years ago, could not be asked to release her. The Pasha later repeated this statement to me. I was the more surprised at it as, within the last three or four years, several black slaves who took refuge in the British Consulate here, were immediately emancipated by Ismail Pasha's predecessors, on the Consul's application to them. If Ismail Pasha's version of the Porte's instruction is true, of what avail is the Sultan's Edict of 1853 abolishing the Slave Trade? A black slave can be purchased at times for less than two thousand piastres (17*l.*): ten years' services are cheaply paid for at this rate.

The French Consul has written to his Ambassador for instructions how to act about Saharah's case, and has granted her the protection of the French Consulate, where the woman now remains, being afraid to leave it lest she should get into the power again of an irritated master.

The Island of Crete is in constant communication with the coast of Barbary, and I am told that black female slaves are often brought over by sailing-vessels, and that there are many of them in the Turkish houses here. Will your Excellency be kind enough to instruct me how I ought to act towards the Pasha, should any of those slaves claim the protection of the British Consulate again?

I have, &c.
(Signed) FREDK. GUARRACINO.

TURKEY. (*Consular*)—*Egypt.*

No. 162.

Consul-General Colquhoun to Lord J. Russell.—(*Received June 6.*)

(Extract.) *Alexandria, May* 29, 1860.

WITH regard to the Slave Traffic, we know it exists, but it is most carefully kept from public sight. Constituted as Egyptian life is, it is difficult, if not impossible, to prevent this evil; and, materially speaking, the slave is not the lowest or worst-treated of the human race in this country. The Traffic is here deprived of its worst and most revolting features, and, I believe I may say, that the energetic representations made by England have done much to render it less outrageous to humanity.

The Viceroy is certainly fond of his Nubian Regiments, but these are rather conscripts than slaves, and the native of Soudan, once enrolled in the army, may be said to be raised in the scale of humanity. It is true, the mortality among them is very great, and they feel sensibly the change from their own climate near the Equator to the damp, mild one of Lower Egypt.

I shall probably return to this subject by next mail, if I can succeed in obtaining some information I am anxious to procure.

No. 163.

Consul-General Colquhoun to Lord J. Russell.—(*Received June* 20.)

(Extract.) *Alexandria, June* 8, 1860.

REFERRING to my despatch of the 29th May, I had charged my Secretary, Mr. Coulthard, who from his having been several times up the Nile, has access to much information connected with the upper country, to collect any information respecting the Slave Trade in Upper Egypt.

Mr. Coulthard has embodied his facts in the report which I think it due to him to inclose herewith.

I would respectfully suggest that your Lordship should impress most strongly on Mr. Petherick the necessity for giving his best attention to the subject of the Slave Traffic in Upper Egypt, as one to which Her Majesty's Government attaches the greatest importance, and which it is firmly resolved to suppress if it be possible; to insist that should any British subjects directly or indirectly be implicated in the Traffic, he would be visited by the severest punishment in our power to inflict.

Inclosure in No. 163.

Memoranda on the Slave Trade as recently carried on at Khartúm, and along the course of the White Nile. (*Sifted from the statements of late Travellers.*)

IN the winter of 1856-7, the present Viceroy undertook an expedition into Soudan with a view of establishing friendly relations with its half-conquered and exasperated tribes, and effacing the painful impressions of Mohammed Ali's unfortunate expedition. The latter being only a slave-hunt on a large scale, it was found, afterwards, that the natives of those remote regions were less inclined than before to become peaceable and obedient subjects, and that the conquest was only nominal. The Viceroy, therefore, in conformity with the new spirit of reform, proclaimed at each point along his course, that slavery was henceforward abolished in his dominions; that his large armed forces would be withdrawn from Khartûm and the provinces; and that he hoped to gain the affections of the people still further by the more equitable system of taxes which he came to inaugurate. All these ameliorations were published in well-circulated decrees; but the general distrust was still so strong, that the Chiefs of the different tribes would not respond to the Viceroy's invitation to meet him personally at Khartûm. A certain good effect was produced by these proclamations, but, still, very partial as regards the Slave Trade, which, as far as we can judge, has been actively, though secretly, carried on ever since. Indeed, it is to be feared that the unavoidable accompaniments of a contraband Slave Trade far surpass, in inhumanity, the bad effects of the regular and recognised commerce. From all that we can learn, a nearly equal number of slaves seems to be annually imported into Egypt, with the only difference that, since the Viceroy's visit to Soudan, the commerce has required, and secured, the direct agency of Europeans—their means, and daring, and irresponsibility —for carrying it on. The immediate consequences are armed razzias, extensive bloodshed, and the diffusion of a general hatred of Europeans.

Some idea of these expeditions proceeding annually from Khartûm may be gathered from the following facts:—

About fifty to sixty boats go up the White Nile every year, and each contains about fifty men. The latter are, with few if any exceptions, Berberis (from the more distant parts of Dongola), chosen by their employers for their desperate character, and well-paid and well-armed to support it. Of the whole number, about forty boats are equipped by Copts and Arabs, the remainder belong to Europeans. These expeditions were originally made for the purpose of collecting ivory, dried hides, ostrich feathers, gums, senna, &c., from the black tribes, who, on their part received powder, bullets, muskets, iron bars, spirits, cotton, glass-beads, &c., in exchange. But this legitimate commerce has been at once superseded and rendered impossible by the practices of Malzac and his imitators, who have shewn that the profits arising from the Slave Traffic are infinitely greater. In consequence of the violent and irregular character of these excursions, many sanguinary conflicts have occurred with the native tribes, who are now goaded on to attack, in turn, the so-called merchants or "Trooks" (*i. e.* Turks), of whom and their followers from 400 to 600 were slain in one year alone. These adventurers also work upon the avarice of the stronger tribes whom they dare not attack, and indirectly foment dissentions between them by purchasing the slaves captured in their wars. If the slave-catchers are strong enough in numbers to defeat the opposing body, and capture slaves, they sometimes allow the negroes to ransom their kindred, or their live-stock by receiving ivory, &c., in exchange, and this is their safest way of turning their victory to good account; but, in most cases, as soon as a good supply of slaves has been secured, they proceed down the Nile to a place called Letkaka, on that river (28° E. Paris, 11° N.), in the tribe of the Shelooks. Here they are bartered to the Arab merchants of the tribe "Bakkara," for ivory collected in the mountain districts to the south of Darfour and Kordofan. Thence they are marched in a northerly direction, and reach the Nile near Ambukol, in Dongola (29° E. Paris, 18° N.) They then skirt the course of the Nile by Old Dongola, Handak, New Dongola, and Wady Halfeh—keeping at a careful distance from all the towns and villages. At Asswan, the frontier town of Egypt Proper, the slave-dealers charter boats for the ostensible purpose of freighting them with merchandise, such as gums, tamarinds, ostrich feathers, &c., and the captains of the boats receive instructions for the necessary rendezvous at certain villages or other points agreed upon, between Asswan and Edfoo. The poor slaves, who have by this time journeyed some three or four months on foot, under fatigues and privations to which a large part of their number fall victims, are here slipped stealthily on board the boats in the night, which immediately resume their downward voyage. The boats do not approach Cairo nearer than Toora, which is about twelve miles south of the town, and from that place the slaves are smuggled into the metropolis by night. About 3,000 to 4,000 are supposed to be imported every year in this way.

So few impartial travellers visit Khartûm that it is difficult to learn anything exact with regard to the persons actually engaged in slave-dealing. The following facts, as far as they go, are perfectly reliable, and may serve to indicate in some measure the class of persons, &c.

The whole European community at Khartûm consists of about twelve Frenchmen, seven Italians, five Germans, and two or three Maltese. Of these, two Italians and three Germans are the surviving members of an Austrian mission. All the others are engaged in trade, and most of them are directly or indirectly engaged in the Slave Trade. The means at the command of these Europeans enable them to organize many more expeditions than they can personally superintend.

The Austrian mission alluded to has been long established at Khartûm, and was apparently planned, from the first, for commercial and colonizing purposes, rather than the spread of religion (most of the members being simply skilled artizans); but, to their honour, the mission have never stooped so far as to engage in the Slave Trade. The head of this mission, Dr. Knöblicher, and fifteen of his coadjutors have died at Khartûm or elsewhere since its first establishment. Indeed, the character of the climate is found to be so malignant, that the few surviving missionaries have resolved to remove their station, for the present, to Asswan, on the rocky border, between Egypt and Nubia. As a necessary consequence, a still more remote station of the Austrians at Gondocaro, on the White Nile, near the Equator, has been finally abandoned. The Viceroy subscribed largely to this mission on his visit to Soudan, and made them a grant of land on the Island of Philae, where they wished to erect an establishment for acclimatizing their new members, school-teachers, artizans, &c.

It is but too probable, nay almost certain, that the Turkish Governor of Khartûm may be included as directly conniving at, if not immediately concerned in, the Trade. At Khartum, slaves are bought and sold publicly, and without any attempt at concealment. These slaves are brought mostly from the mountain district of Denha (to the south of Sennaar), and from the province of Tahaly, to the south of Kordofan, (28° E. Paris, 12° N.), but they are not in much esteem among purchasers; the only merit of the Denha slaves consists in their robust and vigorous make, and the natives of Tahaly are neither docile nor faithful. Galla slaves, vulgarly called "Abyssinian," are brought regularly to Khartûm from a great slave-market, Gallabat, a place to the north-west of Gondar.

By careful inquiries made in Cairo, it might not be difficult to ascertain the workings of the system there, to identify the persons connected with it, and discover their ways of proceeding. It is a matter of common notoriety that large numbers of slaves are regularly brought to that town, and disposed of by sale—only the sale is not as before by public auction.

No. 164.

Consul-General Colquhoun to Lord J. Russell.—(*Received December* 20.)

My Lord, *Alexandria, December* 9, 1860.

I HAVE just received a despatch from the Acting Consul at Massowah, Mr. Barroni, under date of 19th October: he incloses, for my information, copy of a letter he had sent to Mr. Consul Stanley at Jeddah, on the subject of the Traffic in Slaves, which it appears the Kaimakam at Massowah connives at.

I shall write Mr. Barroni that I approve what he has done; and shall request Mr. Stanley to make the strongest remonstrance to the Mushir of Mecca on the conduct of his Kaimakam, and require that he should remove that officer, and take measures for the liberation of the slaves and their return to their country.

Copy of this despatch will be sent to Her Majesty's Ambassador, requesting his Excellency to move the Ottoman Government to convey instructions to the Mushir in the above sense.

Mr. Barroni, in his letter to myself, says he had received a letter from King Theodore, inviting him to meet the King on the 15th of December at Awzayn, near Adowah.

I herewith inclose copy of Mr. Barroni's letter to Mr. Stanley, and of mine to Messrs. Barroni and Stanley.

I have, &c.
(Signed) ROBERT G. COLQUHOUN.

Inclosure 1 in No. 164.

Mr. Barroni to Consul Stanley.

Sir, *Massowah, October* 17, 1860.

I BEG to inform you that Pellool Efendi, the present Kaimakam of this district, in spite of orders which he received from his Excellency the Mushir of Jeddah, and of those issued from the Porte, and published in this island on the 8th of February last, in which it is stated that the Slave Trade is prohibited in this country, and that no caravans of slaves can enter Massowah or the neighbourhood; that neither the slaves who are in the hands of the people residing in this quarter, and other Sultan's dominions, can be sold or sent away to Jeddah, or to other ports and lands of the Red Sea,—from the beginning of his Governorship, till to-day, he (the Governor) endeavours to favour, protect, and support this commerce.

On the evening of the 10th instant thirty-five Galla slaves, male and female, coming from Arkeeco, Taga, and Embavvemy (villages near Massowah), on their arrival on the mainland of the port of Massowah, under the protection of twenty Arnaouts, who expected them there by order of this Governor, under the pretext of preventing smuggling of slaves, were sent by the same Arnaouts on small Arab boats on board two baghlows anchored in this port, freighted by Sek Gabra (a man of great fame among the religious Mussulmans), which started for Jeddah on the morning of the next day. Also ten slaves, of whom two, a eunuch and a Galla girl, were sold by Ali Ba Gennit, agent of Sek Abdallah Baamdoon of Hodeidah, to Yacoob Aga, the ex-Custom-house officer, for 220 dollars, were, by the consent of this Governor, sent on board of a barque freighted by Yacoob Aga himself, which set sail for Jeddah, together with the other baghlows mentioned above.

I was informed of these occurrences only after the starting of the baghlows, and in consequence I was not able to take any steps to prevent the mentioned smuggle. But as, according to a despatch from the Secretary of State for Foreign Affairs, dated 8th of December, 1857, his Lordship orders me to use my utmost efforts to prevent the Slave Trade under any pretext whatever, I cannot keep quiet on the present occasion, and am under the necessity of having recourse to your kindness and support, begging you to claim from his Excellency the Mushir of Jeddah the observance of the laws, and the respect due to the above-mentioned order received from his Lordship the Secretary of State; protesting, at the same time, against the illegal and despotical proceeding of this Governor, who must be punished, and immediately suspended from his functions as a Governor, and requesting of the Mushir of Jeddah that all the above-mentioned slaves be restored to their liberty, and sent back to their own country, to give an example to the population of this quarter, and to show to slave-merchants that the orders of the Sultan cannot be neglected or transgressed with impunity.

I trust that you will kindly, and with energy, support me in obtaining from his Excellency the Mushir of Jeddah all that I have humbly exposed in this note.

I have, &c.
(Signed) R. BARRONI.

Inclosure 2 in No. 164.

Consul-General Colquhoun to Consul Stanley.

Dear Sir, *Alexandria, December* 10, 1860.

MR. BARRONI, Her Majesty's Acting Consul at Massowah, has forwarded to me a copy of a letter he addressed to you, dated 19th October last, respecting certain acts of Slave Trade carried on from Massowah (or, rather, the mainland adjoining Massowah) to the eastern coast of the Red Sea.

I approve, entirely the tenor of the despatch above referred to; it is written in a spirit highly becoming an officer of Her Majesty's Government, and I have no doubt you have already taken the necessary steps with the Mushir to remedy the evil. I think it, however, my duty to instruct you to wait upon the Mushir to tell him that the circumstances have been brought to my knowledge, and that you are desired by me to require from his Excellency the punishment, prompt and immediate, of Pellool Effendi, Kaimakam of Massowah, and that every endeavour should be made to procure the liberation of the slaves. You are aware how anxious Her Majesty's Government is to check this disgusting Traffic in human flesh, and how resolved it is to visit with displeasure all and every person implicated in it. Moreover, the moral effect which cannot fail to attend such disinterested action on our part must prove beneficial in strengthening our legitimate influence in those countries, and convincing the natives that, while we are desirous of giving to them the advantage of fair commerce, we are resolved to check a traffic which is a disgrace to humanity.

I have, &c.
(Signed) ROBERT G. COLQUHOUN.

Inclosure 3 in No. 164.

Consul-General Colquhoun to Mr. Barroni.

Sir, *Alexandria, December* 10, 1860.

MR. HOYER delivered me your letter of the 19th October, inclosing copy of one you addressed to Mr. Consul Stanley at Jeddah. I have much pleasure in expressing to you my entire concurrence in the sentiments expressed in that letter, which are highly creditable to you. I have instructed Mr. Stanley to use every endeavour to procure the liberation of the slaves, and to require from the Mushir of Jeddah the exemplary punishment of his Kaimakam at Massowah.

I have no information as to when Captain Cameron will proceed to his post. In the meantime, until he arrives, you will have the goodness to inform me of what is passing in your neighbourhood.

I have, &c.
(Signed) ROBERT G. COLQUHOUN.

No. 165.

Memorandum by Consul Petherick on Report of the Slave Trade at Khartoum by Mr. Coulthard, of Alexandria.

I BEG in the most positive manner to state, that up to March 1859, not one of the European residents at Khartoum, ever since my knowledge of them, was guilty of trafficking, directly or indirectly, with slaves; and the only probable reason for the statements imparted to Mr. Coulthard may have arisen from jealousy entertained by native traders against Europeans, or even similar feelings existing amongst themselves, stimulated by difference of nationalities.

Some few Arab traders might truly be accused of purchasing and even stealing slaves in several districts of the White Nile, and disposing of them to Arab traders for transport to Kordofan or Sennaar in the manner described, but the facts are greatly exaggerated.

The Cairo market, far from being supplied by this manner, is indebted for the greater number of its slaves purchased in L'Obeid, in Kordofan, emanating from Darfour, and the Bagara, nomade Arabs, inhabiting the southern districts of the province. Sennaar and Gellabat also contribute to the supply of negro and Abyssinian slaves; but the latter, during recent years, owing to the opposition of Theodor, the Emperor, to the Trade, have been considerably reduced in numbers. The razzias, the number of men engaged therein, and the victims, are also overdrawn.

I have heard it stated that a few Europeans, prior to my residence in the Soudan, did further slaves to the Cairo market; but since my knowledge of the country, they cannot justly be accused of selling slaves.

Owing to the peculiarities of the inhabitants among whom they reside, and their aversion to permit females in particular (and in Kordofan even the males) to enter into servitude, the only charge that can be legitimately brought against some of the European residents is, the purchase of slaves for domestic servants, but who in every case within my knowledge have been given their freedom; and when disagreements have arisen, they have been allowed to follow their own inclinations.

Mr. Colquhoun very justly states that, "constituted as Egyptian life is, it is difficult, if not impossible, to prevent the evil." Indeed, the total abolition of slavery amongst a people long accustomed to the services of a multiplicity of domestics, who, according to the habits of Mahometans, cannot be obtained from their own community, can only be effected by an entire change in their social state, and must be a work of time.

If consistent and energetic means were resorted to, there is no doubt but that convoys of slaves, such as alluded to, from the Soudan, might be prevented entering Egypt by a simple order from the Viceroy to the Governors of Provinces to seize every man in charge thereof, and to prevent as much as possible the Traffic in the Soudan. The measures put into practice in the years 1857 and 1858 by His Highness, punishing both purchaser and vendor, should be strictly re-enforced.

It is to be feared the recent increase of the Traffic might be attributable in some measure to the Viceroy's augmentation of his body-guard.

The Nubian recruits to which Mr. Colquhoun alludes are in every probability slaves, either purchased through commissioned agents, or levied in the shape of a tax from the aborigines.

This system of recruiting has been the only method of obtaining supplies for the army, owing to the repugnance of the population of the Soudan in general to serve.

4, *Russell Place, Fitzroy Square, December* 21, 1860.

No. 166.

Lord J. Russell to Consul Petherick.

Sir, *Foreign Office, December* 31, 1860.

I HAVE received your letter of the 29th of November last, and also a memorandum dated the 21st instant, containing your observations on the report forwarded to Her Majesty's Government by Her Majesty's Agent and Consul-General in Egypt, relative to the Slave Trade.

You are aware of the deep interest which Her Majesty's Government takes in the suppression of the Slave Trade which is stated to be carried on in Upper Egypt, and the neighbourhood of the White Nile, and you have already been directed to use your best exertions to put a stop to it.

I think it right, however, again to call your attention to this matter, as well as to the system of razzias established by traders, whether European or native, resorting for purposes of commerce to the White Nile. Such a system must be productive of much misery and bloodshed, and if persisted in will inevitably put an end to all legitimate commerce.

I have accordingly to desire that you will use your utmost influence in order to put a stop to such razzias, and to establish the trade of the river on a satisfactory basis.

I have instructed Her Majesty's Agent and Consul-General in Egypt to communicate to the Egyptian Government the substance of the reports which have reached him relative to the Slave trade in Upper Egypt, and the system of razzias carried on by the traders on the White Nile; and I have also directed him to urge His Highness the Viceroy to take energetic measures for the suppression of the Slave Traffic, and for the punishment of the parties engaged in it.

You will forward your reports on these matters to Her Majesty's Government under flying seal to Mr. Colquhoun, in order that he may be enabled at once to make such representations to the Government of the Viceroy as circumstances may appear to require.

I am, &c.

(Signed) J. RUSSELL.

No. 167.

Lord J. Russell to Consul-General Colquhoun.

(Extract.) *Foreign Office, December* 31, 1860.

I TRANSMIT to you herewith an extract from a report which I have received from Mr. Consul Petherick,* relative to the Slave Trade which is stated to be carried on in Upper Egypt.

I have instructed Mr. Petherick, who is about to return to Egypt, to report upon the system of razzias established by the traders, European as well as native, frequenting the White Nile, which is the cause of much misery and bloodshed, and must, if persisted in, put a stop to all legitimate commerce; and he is to use every endeavour to put a stop to, and to procure the punishment of the persons who may be engaged in it.

I have also to desire that you will bring to the notice of the Egyptian Government the substance of the reports which have reached you on this subject, and you will urge His Highness the Viceroy to take immediate and energetic measures for the suppression of the Traffic in African Slaves, and for the punishment of the persons engaged in and conniving at it.

You will further express the hope of Her Majesty's Government that means may be found for putting a stop to expeditions which, avowedly undertaken for the purposes of Trade, are accompanied with systematic acts of violence directed against the tribes in the vicinity of the White Nile, and for carrying on the trade of that river on a more humane and satisfactory system.

---

* No. 165.

UNITED STATES.

No. 168.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, April* 13, 1860.

I TRANSMIT to your Lordship herewith a copy of a despatch from Her Majesty's Commissioner at Loanda,* reporting the capture by the United States' sloop-of-war "Constellation," of a brig called the "*Delicias,*" fully equipped for the Slave Trade, but without colours or papers to denote her nationality.

It appears from a paragraph taken from a United States' newspaper, the "Charleston Courier," that this vessel has arrived in the United States, and that she has, together with her crew, been discharged from custody, on the ground that there is no Act of Congress under which either the vessel or her crew could be prosecuted in the United States' law courts.

I have to instruct your Lordship to call the attention of the United States' Government to this matter, and you will state that, as nearly all the slave vessels on the African and Cuban Coasts, when captured *in flagrante,* have neither colours nor papers to denote their nationality, it is a matter of some importance to know what course the Commanders of the United States' cruizers will be authorized to take with regard to these vessels, and your Lordship will ask General Cass whether it is the intention of the United States' Government to take any steps to remedy this imperfection in the United States' laws, which cannot fail materially to affect the efficient action of American cruizers for the suppression of the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 169.

Lord J. Russell to Lord Lyons.

(Extract.) *Foreign Office, April* 14, 1860.

I TRANSMIT to your Lordship herewith copies of a letter and its inclosures from the Admiralty,† reporting the particulars of the detention of a brigantine under American colours, called the "*Jehossee,*" by Commander Fitzroy, of Her Majesty's ship "Falcon," and the subsequent release of that vessel by order of Commander Bowden, of Her Majesty's ship "Medusa."

Your Lordship will perceive that the "*Jehossee*" was detained by Commander Fitzroy under the apprehension that she was at the time in British waters, but having referred the papers relating to this case for the consideration of the Secretary of State for the Colonies, I have been informed by the Duke of Newcastle that the British Government possesses no jurisdiction in the waters or territory in the neighbourhood of Quitta beyond the range of the guns of that fort, and it would appear therefore that the Commander of the "Falcon" was led into error in detaining the "*Jehossee.*"

---

* Class A, presented 1860, No. 89.

† Ibid. presented 1860, No. 161.

Inclosure in No. 169.

Mr. Elliot to Lord Wodehouse.

My Lord, *Downing Street, March* 30, 1860.

I HAVE laid before the Duke of Newcastle your Lordship's letter of the 17th instant, relative to the detention of the American brigantine "*Jehossee*" by Commander Fitzroy, of Her Majesty's ship "Falcon," and the subsequent release of that vessel by order of Commander Bowden of Her Majesty's ship "Medusa," and with reference to the question proposed as to the limits of British jurisdiction in the waters of Quitta and the neighbouring African Coast, I am directed by his Grace to request that you will state to Lord John Russell that the British Government possesses no jurisdiction in the waters or territory on that part of the coast beyond the range of the guns of the Fort of Quitta.

I am to add that the Governor of the Gold Coast will be instructed to call upon the Civil Commandant at Quitta for an explanation of the statement which he appears to have made to Commander Fitzroy, that British waters extend to Flowhow or Porourah.

I have, &c.
(Signed) T. FREDK. ELLIOT.

No. 170.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, April* 21, 1860.

I TRANSMIT to your Lordship herewith, a copy of a letter from Commodore Edmonstone,* reporting the circumstances attending the boarding of the brigantine "George William Jones," under American colours, by the boats of Her Majesty's ship "Arrogant."

I have to instruct your Lordship to communicate the substance of Commodore Edmonstone's Report to General Cass, and in doing so you will at the same time express the regret of Her Majesty's Government at the occurrences which took place with regard to this vessel.

I am, &c.
(Signed) J. RUSSELL.

No. 171.

Lord Lyons to Lord J. Russell.—(Received April 23.)

My Lord, *Washington, April* 5, 1860.

IN my despatch of the 5th ultimo,† I had the honour to report to your Lordship that I had communicated to General Cass your Lordship's despatch of the 6th February last, proposing that the Minister of the United States and the Diplomatic Representatives of certain other Powers should meet in London, to consider what measures should be taken to check the increase of the Slave Trade.

I have now the honour to inclose a copy of a note which has been written to me by General Cass in reply to the communication. Your Lordship will perceive that while this Government is disposed to consider respectfully any views on the subject to which its attention may be called by Great Britain, it is not willing to depart on this occasion from the policy of the United States, which has been to avoid participation in Councils or Conferences of the nature of that proposed.

I have, &c.
(Signed) LYONS.

Inclosure in No. 171.

General Cass to Lord Lyons.

My Lord, *Department of State, Washington, April* 3, 1860.

THE copy of the instruction from Lord John Russell to yourself of the 6th of February last, which was left some time afterwards at this Department by your Lordship concerning the alleged increase of the Slave Trade, and the employment "more and more" of United States' capital in that Traffic, has been submitted to the President, and has engaged his attention. As I have within a few days addressed some remarks to Mr. Dallas upon topics embraced in that instruction, which will probably be communicated to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, I shall not repeat them here. If there has been any recent increase in that Trade, or any employment of American capital in its prosecution, of which employment I have seen no proof, this Government not less than the Government of Great Britain regrets these lamentable occurrences, and is prepared at all times to employ all the legal means in its power, so far as American citizens are concerned, for the prevention and punishment of such violation of our laws. It is undoubtedly true, as stated by Lord J. Russell, that a vessel sailing with regular American papers, whatever be her employment, is beyond the reach of search or capture by the naval force of any other Government. This immunity is an attribute of national sovereignty now universally recognized, and protects from sovereign jurisdiction all persons on board such vessels, whatever crimes against human life or human freedom they may have committed. It is not the less true that occasions may occur when heinous offenders may escape merited punishment in consequence of the inviolability assured to them by this principle of protection against arrest by any Power but that of their own country. The same thing may also happen upon land as well as at sea, and territorial jurisdiction may often operate to prevent punishment from overtaking the guilty. But in all these cases by universal assent the criminality of the action, and the disposition to be made of the persons accused, depend exclusively upon the laws of the country within whose jurisdiction, whether territorial or maritime, the transaction may have taken place. The practical difficulty by which all right of foreign interference can be safely reconciled with this great principle of exemption upon the ocean or the land, is obvious and everywhere felt. Events which are now passing leave untouched the question of territorial interference, and limit the proposition for participation in the exercise of foreign Power to the Ocean. Such a divided police over their own vessels upon the great highway of the world, subjecting the freedom and security of their citizens and commerce to the will of any officer who may happen to command a foreign armed ship, is received with great repugnance by the United States. No plan has yet been proposed, nor is it easy to devise any by which their objection to it can be obviated. And I beg leave to remind your Lordship that this principle of exemption is carried so far in England that the proposition of the United States for granting to American and British Consuls the right to inquire into crimes alleged to have been committed at sea on board vessels of their respective nations, entering the ports of the other party, and to commit and send home for trial the persons found guilty, with a view to their punishment and to the prevention of crimes and cruelties to which the public attention has been so much directed, has been rejected. Such an arrangement has been made by the United States and France, and is in satisfactory operation.

---

* Class A, No. 45.

† Class B, No. 324.

But notwithstanding the difficulties I have suggested, I assure your Lordship that this Government is prepared to receive and respectfully to consider any proposition which the Government of Her Britannic Majesty may think proper to present, having in view the adoption of more efficient measures for the suppression of the Slave Trade.

Lord John Russell refers to the Treaty engagement into which Spain has entered with Great Britain for the total abolition of this Traffic. As I have adverted to this subject in the despatch to Mr. Dallas already mentioned, I will merely remark here, what indeed is well known everywhere, that it is in the power of the Spanish Government to put a stop to this revolting employment, whenever it is seriously disposed to do so, by preventing the introduction of slaves into the Island of Cuba. As that is the only mart in the world for their sale, if it were closed the great object which so seriously engages the solicitude of Christendom would at once be attained.

The obligations which Spain has assumed upon this subject constitute a question as to their fulfilment between that country and England, in which I do not see how other nations can properly interfere. As Lord John Russell remarks, the British Government has the right by its own means to enforce the observance of its Treaties with Spain upon the subject of the Slave Trade. If this cannot be effected without a resort to the extreme measure to which allusion is made, Great Britain must determine for herself what course she ought to adopt. I cannot believe that Spain, in view of the condemnation of her conduct by the world, and of the obligations under which she has voluntarily placed herself, would leave her American possessions open to this Traffic, if once satisfied that Great Britain were determined, let the consequences be what they might, to enforce the observance of these conventional stipulations.

Under any circumstances, I cannot perceive that any practical advantage would result from the proposed assemblage in London of the Diplomatic Representatives of the Powers enumerated. Besides, it is the policy of the United States to avoid participation in Councils or Conferences of this nature, and the President thinks it would be inexpedient upon the present occasion to depart from this policy.

I renew, however, the assurance that this Government will receive in a proper spirit and respectfully consider the views referred to by Lord John Russell, should its attention be called to them by the Government of Great Britain.

With great respect,
(Signed) LEW. CASS.

No. 172.

Lord Lyons to Lord J. Russell.—(Received April 23.)

My Lord, *Washington, April* 5, 1860.

WITH reference to your Lordship's despatch of the 31st January last, and to my despatch of the 28th February last,* I have the honour to transmit to your Lordship a copy of a note which I have received to-day from General Cass, and which states that it is not thought advisable to send to the East Coast of Africa any part of the force employed by the United States for the suppression of the Slave Trade.

I have, &c.
(Signed) LYONS.

Inclosure in No. 172.

General Cass to Lord Lyons.

My Lord, *Department of State, Washington, April* 5, 1860.

I HAVE had under consideration the Memorandum left at this Department by your Lordship suggesting the expediency of detaching a part of our force employed in the suppression of the Slave Trade to the Eastern Coast of Africa, and I have conversed with the Secretary of the Navy upon the subject. Under existing circumstances, it has not been thought best at present to remove any of our vessels from the stations where they are now actively employed to the more distant regions beyond the Cape of Good Hope.

I have, &c.
(Signed) LEW. CASS.

No. 173.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, April* 28, 1860.

YOUR Lordship is aware that since the correspondence which took place in 1858 between Her Majesty's Government and the Government of the United States on the question of the right of visit, British cruizers have ceased to be stationed for the Slave Trade on the coasts of Cuba, and, as was to have been anticipated, the slave-traders, encouraged by the withdrawal of the British cruizers, and reckoning with too much reason on the connivance and venality of the Spanish authorities, have not failed to take advantage of this state of things, so that during the past year upwards of 30,000 slaves are stated to have been introduced into Cuba.

There is another circumstance which cannot fail to afford additional encouragement to the slave-dealers, and that is, the fact which would appear to have been established by a recent decision in the United States' law-courts, viz., that United States' cruizers are not empowered to detain or capture, or otherwise to interfere with vessels engaged in the Slave Trade which may have no colours or papers to denote their nationality.

In my despatch of the 13th instant I instructed your Lordship to ask General Cass whether it was the intention of the United States' Government to take any steps to remedy this imperfection in the United States' laws, and I have now to acquaint you that Her Majesty's Government have it in contemplation again to station a few small cruizers on the Cuban coast with the view to take advantage of such opportunities as may offer to frustrate the designs of the slave-traders.

---

* Class B, presented 1860, Nos. 317 and 322.

Before doing so, however, it would be desirable that Her Majesty's Government should know to what extent the United States' Government would be willing to co-operate with Her Majesty's Government in establishing a joint system of cruizing on the Cuban coasts, so that a British cruizer might accompany an American cruizer, and in the event of a slaver being fallen in with furnished with American colours and papers the American ship would capture her, and if she had no colours or papers she would then be lawful prize to the British ship.

A scheme of this nature, if properly carried out, could not fail to have good effect, both in suppressing the Slave Trade and in preventing the continued abuse of the United States' flag to cover that Traffic.

I have accordingly to instruct your Lordship to take an opportunity of consulting General Cass with regard to this scheme.

I am, &c.
(Signed) J. RUSSELL.

No. 174.

Lord Lyons to Lord J. Russell.—(Received May 21.)

My Lord, *Washington, May* 7, 1860.

I HAVE the honour to inclose a copy of a note in which, in obedience to the instruction conveyed to me by your Lordship's despatch of the 21st ultimo, I have made known to General Cass the circumstances under which the American brigantine "George William Jones" was boarded by the boats of Her Majesty's ship "Arrogant," and have expressed the regret of Her Majesty's Government at the occurrence.

I have, &c.
(Signed) LYONS.

Inclosure in No. 174.

Lord Lyons to General Cass.

Sir, *Washington, May* 5, 1860.

I AM directed to acquaint you with the circumstances under which the brigantine "George William Jones," under American colours, was boarded off the River Pongo on the morning of the 18th February last by the boats of Her Majesty's ship "Arrogant." I am at the same time instructed to express to you the regret of Her Majesty's Government at the occurrence.

It appears that Her Majesty's ship "Arrogant," under the command of Commodore Edmonstone, arrived off the River Pongas on the evening of the 19th February, having on board two clergymen on their way to the mission at Forlinghia. At daylight on the following morning the Commodore despatched two cutters with the clergymen and their luggage, and having observed a brigantine at anchor about five miles from the mouth of the river, he instructed the Lieutenant in charge of the boats to board her on his way.

It seems that the vessel at the approach of the boats hoisted American colours, and that upon the boats coming alongside a rope was thrown to them, and the officer in charge was allowed to go on board. Leave was asked for the boats to remain alongside for a few minutes to rest their crews, and was readily granted.

After the lapse of a quarter of an hour, the officer intending to make a fresh start immediately, requested to see the ship's papers. He was told that the captain was on shore; that the mate did not know where they were kept, nor anything about them; and that the captain would probably be away for three or four days. The mate being again requested to produce the papers, went to look for them. He came back in half an hour, saying that he could not find them, but that if the captain were on board no doubt all would be found to be right. A fresh application for the papers was made, accompanied by a statement that if they were not forthcoming the vessel must be sent out to the Commodore. Upon this they were produced, but on inspection did not prove to be regular.

The first paper shown to the boarding lieutenant was the "manifest," the declaration at the foot of which was not filled in, nor signed, nor dated, nor sworn to. This at once gave rise to a suspicion that the vessel was flying false colours, and under this impression the other papers were closely examined, and were found to be in many points informal. Upon consideration the Lieutenant conceived it to be his duty to send the vessel out to the Commodore in charge of a British officer and crew.

The vessel, having to work up against a foul wind, did not join the Commodore until 10 P.M. He was consequently unable to examine the papers until the following morning. He then sent for the mate, who brought his register and log-book. The register was found to be perfectly formal, and the nationality of the vessel being thus fully established, the Commodore at once sent her back to her former anchorage in charge of an officer and crew. No detention as regarded her cargo took place, and the mate expressed himself satisfied that the vessel had not sustained any damage or loss. A note of the circumstance was made in her log.

Commodore Edmonstone has expressed his great regret that the vessel should have been interfered with, and he has strongly impressed upon the officers under his command that the legal registry when produced is of itself sufficient to establish the nationality of an American vessel.

The officer who boarded the "George William Jones" appears to have been led into error by being shown the informal documents already mentioned before the register was produced. This gave rise to doubts, especially as the general appearance and internal fittings of the vessel led to the belief that she would be ready to receive a cargo of slaves on any opportunity, and as the fact of her being anchored off the Pongas river appeared to be in itself suspicious.

Having thus communicated to you the substance of the report made to Her Majesty's Government by Commodore Edmonstone, it only remains for me to repeat the expression of their regret at the occurrence to which it relates.

I have, &c.
(Signed) LYONS.

No. 175.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, May* 8, 1860.

I TRANSMIT to your Lordship herewith for your information a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting the capture by the United States' corvette "Portsmouth" of the American brigantine "*Virginia*," in the River Congo, in the month of February last, upon information supplied by Commander Hewett, of Her Majesty's ship "Viper."

I am, &c.
(Signed) J. RUSSELL.

No. 176.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, May* 19, 1860.

WITH reference to my despatch of the 14th ultimo, I inclose, for your Lordship's information, copies of a correspondence which has passed between the United States' Minister at this Court and myself, relative to the detention and search of the American brigantine "*Jehossee*" by Commander Fitzroy, of Her Majesty's ship "Falcon," off the African coast, in the month of January last.

I am, &c.
(Signed) J. RUSSELL.

---

* Class A, No. 30.

Inclosure 1 in No. 176.

Mr. Dallas to Lord J. Russell.

My Lord, *Legation of the United States, London, April* 30, 1860.

THE documents of which copies are hereto annexed have been transmitted to me from the Department of State at Washington.

They contain a brief, but distinct statement of the conduct attributed to Commander FitzRoy, of Her Majesty's Ship "Falcon," towards the American merchant brig "*Jehossee*;" and I am specially instructed to express to your Lordship the President's confident expectation that Her Majesty's Government will cause a strict inquiry to be made into the circumstances as charged, so that if they prove to be true Commander FitzRoy may be made to suffer such reprehension and penalty as must be deemed justly incurred by a flagrant violation of the rights and property of a friendly nation.

Renewing the assurance of my highest consideration, I have, &c.

(Signed) G. M. DALLAS.

Inclosure 2 in No. 176.

Mr. Toucey to General Cass.

Sir, *Navy Department, April* 2, 1860.

I HAVE the honour to transmit herewith, for your perusal, a despatch dated the 4th of February last, with inclosures, just received from the flag officer of the United States' squadron on the Coast of Africa, in relation to the boarding of the American brig "*Jehossee*" by the Commander of Her Britannic Majesty's ship "Falcon."

I have, &c.

(Signed) ISAAC TOUCEY.

Inclosure 3 in No. 176.

Flag Officer Inman, U.S.N., to Mr. Toucey.

Sir, *"Constellation," St. Paul de Loanda, February* 4, 1860.

I HAVE the honour to submit herewith a copy of a statement made by Lieutenant Commanding C. S. M'Donough, and Passed Assistant Surgeon J. H. Otis, of the United States' steamer "Sumpter," as to an unauthorized visit on board an American Vessel by a British cruizer.

I have addressed to Captain R. W. Courtenay, the British Senior Officer on this part of the coast, a letter on this subject, a copy of which I enclose.

I have, &c.

(Signed) WM. INMAN.

Inclosure 4 in No. 176.

Statement of Commander FitzRoy, dated January 21, 1860.

[See Class A, Inclosure 2 in No. 51.]

Inclosure 5 in No. 176.

Flag Officer Inman, U.S.N., to Captain Courtenay, February 4, 1860.

[See Class A, Inclosure 1 in No. 51.]

Inclosure 6 in No. 176.

Lord J. Russell to Mr. Dallas.

Sir, *Foreign Office, May* 18, 1860.

I HAVE the honour to acknowledge the receipt of your note of the 30th ultimo, with its enclosures, relating to the proceedings of Commander FitzRoy, of Her Majesty's Ship "Falcon," in detaining and searching the American Brigantine "*Jehossee.*"

I beg leave, in reply, to acquaint you that the Lords Commissioners of the Admiralty have communicated to me copies of the reports which they have received from Commander FitzRoy, who detained the "*Jehossee*," and from Commander Bowden, of Her Majesty's Ship "Medusa," the Officer by whose directions the "*Jehossee*" was released.

The following is a copy of Commander FitzRoy's report to the Secretary to the Admiralty, dated the 24th of January last, of the circumstances under which he detained the "*Jehossee.*"

"I have the honour to report the following proceedings connected with the United States' Brig '*Jehossee.*'

"On the morning of the 12th instant, when at anchor off Quitta, I received information from the Commandant of that Fort, that a vessel under American colours had made an attempt on the previous evening to ship slaves when in British waters off Adaffi, but owing to the surf could not succeed.

"I immediately proceeded in search, and found the United States' Brig '*Jehossee*' at anchor in latitude 6° 4′ north, longitude 1° 9′ east, Elmina Chica west 5 miles, village of Adaffi north-east ¼ east half a mile.

"I caused her to be searched, and on receiving the boarding officer's report, determined to detain the vessel and communicate with an American cruizer, and for this purpose I placed an officer and crew in charge, and proceeded with the '*Jehossee*' in company to Whydah, where I released the '*Jehossee*,' in pursuance of an order from Commander Bowden, Senior Officer in the Bights Division."

The subjoined is also a copy of the report of the officer sent by Commander FitzRoy toboard the "*Jehossee*," dated January 12, 1860.

"In compliance with your orders of this date I boarded the brigantine '*Jehossee*,' under American colours at anchor off Adaffi, accompanied by Mr. Cheyney, clerk, as a witness.

I examined the register of the vessel and the crew list produced by the master, Mr. D. B. Vincent, who stated that he would not allow any other documents to be seen, neither would he inform me what cargo he expected.

"I then told him that he was in British waters, and in consequence my orders were to search the vessel, which I did under a protest from him that she was an American, and would not admit of the right of search.

"On lifting the hatches I found a slave-deck laid at least two-thirds of the entire length of the vessel, irons, a large quantity of water, and casks underneath, rice and other provisions, evidently intended for slaves.

"I then detained the vessel, and reported my proceedings to you through Mr. Cheyney, remaining on board until I was relieved by the guard that took charge of the '*Jehossee*,' the master of said vessel accompanying me on board the 'Falcon.'

(Signed) "H. B. HUNT, *Master.*"

Upon Commander FitzRoy's arrival at the rendezvous at Whydah, he fell in with Her Majesty's Ship "Medusa," Commander Bowden, his senior officer, by whom he was called upon to report the circumstances under which he detained the "*Jehossee*," and upon learning the position of that vessel at the time of her detention, Commander Bowden immediately ordered her release.

The following is a copy of Commander FitzRoy's report to Commander Bowden.

"*Falcon*," *Whydah, January* 15, 1860.

"In compliance with your order of this date, I have the honour to inform you that the '*Jehossee*' was boarded when at anchor in the following position:—Elmina Chica west five miles, village of Adaffi at ¾ E. half-a-mile, lat. 6° 4′ N., long. 1° 9′ E; and I was informed by the Commandant of Quitta that British waters extended beyond Flohow.

(Signed) "A. FITZROY, *Commander.*"

It will be seen from the foregoing that Commander FitzRoy detained the "*Jehossee*" in the belief that she was at the time in British waters, and it was not until after he had communicated with Commander Bowden that he was undeceived in this respect.

Her Majesty's Government frankly admit, that in the case of the seizure and detention of the "*Jehossee*," by Commander FitzRoy, an illegal interference has taken place on the part of a British officer with an American vessel, for which an apology is due on the part of Her Majesty's Government; but the interference was solely the result of an error as to the extent of the territorial jurisdiction of Great Britain on that part of the coast of Africa, and did not arise from any pretension to seize an American vessel on the high seas. The proceedings of the officer who fell into this error were at once disapproved, and the detained vessel was released at the earliest moment by his superior officer.

If the Commander of the "Falcon" had not been led into this mistake by the Governor of Quitta informing him that British jurisdiction extended beyond Flohow, he would, no doubt, have made no attempt to detain the "*Jehossee*," inasmuch as the orders under which Her Majesty's cruizers are acting are most stringent as to their abstaining from interference with American vessels on the high seas.

In conclusion, I have only to express my regret at the occurrence which has given rise to the present correspondence.

I am, &c.
(Signed) J. RUSSELL.

No. 177.

Lord Lyons to Lord J. Russell.—(*Received May* 21.)

My Lord, *Washington, May* 7, 1860.

I HAVE the honour to inclose a copy of a note, in which, in obedience to the instructions contained in your Lordship's despatch of the 13th ultimo, I have called the attention of General Cass to the release of the slaver "*Delicias*," on the ground that there is no Act of Congress under which a vessel taken without colours or papers can be prosecuted, and have asked whether any steps will be taken to remedy this defect in the law of the United States.

I have, &c.
(Signed) LYONS.

Inclosure in No. 177.

Lord Lyons to General Cass.

Sir, *Washington, May* 4, 1860.

HER Majesty's Government have been informed that a brig called the "*Delicias*," fully equipped for the Slave Trade, but without colours or papers to denote her nationality, was captured off Cabenda on the 21st December last, by the United States' ship "Constellation." It appears, however, that the "*Delicias*," together with her crew, has been discharged from custody in the United States, on the ground that there is no Act of Congress under which either vessel or crew can be prosecuted in the courts of law.

I am instructed to call the attention of the United State's Government to this matter, and to state that, as nearly all the slave-vessels on the African and Cuban coasts, when captured *in flagrante*, have neither colours nor papers to denote their nationality, it is a matter of considerable interest to Her Majesty's Government to know what course the Commanders of United States' cruizers will be anthorized to take with regard to such vessels.

I am, moreover, directed to ask whether the Government of the United States deem it advisable to take any steps to remedy the imperfection which appears to exist in the United States' law, and which cannot fail materially to affect the efficient action of American cruizers for the suppression of the Slave Trade.

I have, &c.
(Signed) LYONS.

No. 178.

Lord Lyons to Lord J. Russell.—(Received June 4.)

My Lord, *Washington, May* 21, 1860.

I HAVE the honour to inclose a copy of a Message sent, on the 19th instant, by the President to Congress, on the subject of the capture of the slaver "*Wildfire*" off the coast of Cuba with 507 African negroes on board.

In this Message, the President calls upon Congress to vote a large sum for the support and removal of these negroes, and of others whose capture he anticipates. He points out also the need of legislation for the guidance of the Executive as to the disposal of negroes found on board captured slavers.

In conclusion, the President remarks that "it is truly lamentable that Great Britain and the United States should be obliged to expend such a vast amount of blood and treasure for the suppression of the African Slave Trade, and this, when the only portions of the civilized world where it is tolerated and encouraged are the Spanish islands of Cuba and Porto Rico."

I have, &c.
(Signed) LYONS.

Inclosure in No. 178.

Special Message of the President to the United States' Senate and House of Representatives, dated May 19, 1860.

[See Inclosure 1 in No. 183.]

No. 179.

Lord Lyons to Lord J. Russell.—(Received June 4.)

My Lord, *Washington, May* 21, 1860.

THIS morning, in obedience to the instruction given to me by your Lordship's despatch of the 28th ultimo, I took an opportunity of consulting General Cass with regard to establishing a system of joint cruizing on the coast of Cuba. I pointed out that if a British and United States' vessel were to cruize in company, one or the other would be able to effect a legal capture of almost any slaver which might be fallen in with; and I observed, in particular, that this arrangement would obviate all difficulty with regard to such slavers as had American colours and papers, or were altogether without colours or papers.

General Cass said that he did not suppose that there could be in principle any objection to British and United States' ships cruizing in company in the manner proposed, and he promised to consult the Secretary of the Navy on the practical expediency of adopting the measure.

The General then referred to my note of the 4th instant, in which, in obedience to your Lordship's orders, I inquired whether the United States' Government would deem it advisable to take any steps concerning the present state of the law with regard to slavers captured without colours or papers. He had, he said, consulted the Attorney-General, and had been assured that under the existing law vessels taken without colours or papers and shown to be American were undoubtedly liable to condemnation. The case did not, however, seem to be quite so clear with regard to foreign vessels under such circumstances. He added that he had not yet been able to find any record of the judicial decision regarding the "*Delicias*," to which Her Majesty's Government had referred, but that he would write to procure information about it.

I said that I had myself written some days before to Her Majesty's Consul at Charleston requesting him to ascertain, if possible, and report to me all the particulars of the case, and I told the General that I would wait upon him again as soon as I received the Consul's answer.

I have, &c.
(Signed) LYONS.

No. 180.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, June* 9, 1860.

I INCLOSE, for your Lordship's information, the accompanying copy of a despatch from Mr. Crawford, Her Majesty's Consul-General in Cuba,* containing information relative to a company which is established in that island for carrying on the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 181.

Lord Lyons to Lord J. Russell.—Received June 11, 1860.

My Lord, *Washington, May* 26, 1860.

WITH reference to my despatch of the 21st instant, No. 13, I have the honour to inclose a Memorandum containing the substance of information obtained for me by Her Majesty's Consul at Charleston, respecting the case of the slaver "*Delicias.*"

I placed a copy of this Memorandum in General Cass's hands this morning, and pointed out to him that it showed, at all events that in the case referred to, it had been held that the laws of the United States did not afford any means of bringing to justice a foreigner, carrying on the Slave Trade in a foreign vessel, even when he was taken in *flagrante delicto.*

General Cass said he would have the subject properly examined with a view to answering my note of the 4th of May.

I have, &c.
(Signed) LYONS.

Inclosure in No. 181.

Memorandum.

May 26, 1860.

THE brig "*Delicias*" was brought into Charleston, South Carolina, on the 2nd of February, 1860, in charge of Lieutenant McArran, of the United States' ship "Constellation," by which ship she was captured on the 20th of December, 1859, off Cabenda on the coast of Africa. She had at that time a crew of fifteen men, including officers, all of whom were Spaniards, but she had no flag nor papers on board to indicate her nationality.

She was, however, to all appearance Spanish, and was undoubtedly fully equipped for the Slave Trade, her slave deck being laid.

At the time of her capture the master was not on board, but upon her being boarded by Captain Nicholson of the "Constellation" the mate handed to that officer a letter in Spanish, purporting to be an instruction from the captain to the mate, directing him to cruise off the coast for eight days, carefully to avoid all men-of-war, and at the expiration of that time to stand in for Little Black Point, where the expedition would be ready.

Captain Nicholson took possession of the brig and sent her to the United States in charge of Lieutenant McArran. The crew were transferred to the "Constellation," the first and second mates only (both Spaniards) being left on board the "*Delicias.*" Upon the arrival of the "*Delicias*" at Charleston, she was libelled by the District Attorney, first as an American vessel, and secondly, as a vessel without any known nationality, in order to admit of her being put in charge of the United States, Marshal. The two mates were examined before a Commissioner of the United States, who discharged them by the advice of the District Attorney, on the ground that there was no law of the United States under which she could be indicted; the legislation of the United States relative to the Slave Trade, providing only for slave-trading in American vessels or by citizens of the United States in foreign vessels, and not meeting the case of foreigners on board a foreign vessel.

This view of the case was subsequently confirmed by the Solicitor of the Treasury, to whom the District Attorney applied for instructions, and who held that there was no law under which the mates could be indicted.

---

* No. 121.

As soon as the brig was libelled, the Spanish Consul at Charleston claimed her as a Spanish vessel, but as he has hitherto produced no proof that she really is so, she has not been given up to him, but remains in charge of the Marshal. It is supposed, however, that she would be at once given up, were proof furnished of her Spanish nationality.

It is believed that the owners reside in Cuba, but that they do not declare themselves, lest they should by so doing render themselves amenable to prosecution in that island for slave-trading.

No 182.

Lord Lyons to Lord J. Russell.—(Received June 11.)

My Lord, *Washington, May* 26, 1860.

WITH reference to my despatch of the 21st instant, I have the honour to inform your Lordship that General Cass authorized me this morning to report to you that the Government of the United States were considering the plan for establishing a system of joint cruizing off the Island of Cuba, and that they had every disposition to give effect to the wishes of Her Majesty's Government on this subject.

General Cass said that, for his own part, he saw many advantages which would be derived from each cruizer of the one nation being accompanied by a cruizer of the other in the manner proposed. He said, however, that there were difficulties in the way, but that he nevertheless hoped that some mode might be found of practically effecting such an arrangement. The Cabinet, however, must (he added) take time to consider the question maturely.

I have, &c.
(Signed) LYONS.

No. 183.

Lord Lyons to Lord J. Russell.—(Received June 11.)

My Lord, *Washington, May* 28, 1860.

I HAVE the honour to inclose two more copies of the Message from the President to Congress, relative to the capture of the slaver "*Wildfire*," which I transmitted to your Lordship with my despatch of the 21st instant. The copies now sent are in a more convenient form and include some additional documents.

The Senate has passed a Bill sanctioning the arrangement respecting the disposal of captured negroes, which is proposed in the Message.

It is hoped that this Bill will also pass the House of Representatives immediately. The matter is urgent; another captured slaver the "*William*," has already been sent into Key West, with 550 negroes on board, and the arrival of others is said to be daily expected.

I have the honour to inclose a copy of a message from the President announcing to Congress the capture of the "*William*."

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 183.

Message of the President of the United States, relative to the Capture of the Slaver "Wildfire," on the Coast of Cuba, by Lieutenant Craven, of the United States' steamer "Mohawk."

To the Senate and House of Representatives;

ON the 26th day of April last, Lieutenant Craven, of the United States' steamer "Mohawk," captured the Slaver "*Wildfire*," on the coast of Cuba, with five hundred and seven African negroes on board. The prize was brought into Key West on the 31st April, and the negroes were delivered into the custody of Fernando J. Moreno, Marshal of the southern district of Florida.

The question which now demands immediate decision is, what disposition shall be made of these Africans? In the annual message to Congress of December 6, 1858, I expressed my opinion in regard to the construction of the act of the 3rd March, 1819, "in addition to the acts prohibiting the Slave Trade," so far as the same is applicable to the present case. From this I make the following extract:

"Under the second section of this Act, the President is 'authorized to make such regulations and arrangements as he may deem expedient for the safe-keeping, support, and removal beyond the limits of the United States of all such negroes, mulattoes, or persons of colour,' captured by vessels of the United States, as may be delivered to the Marshal of the district into which they are brought; 'and to appoint a person or persons residing upon the coast of Africa as agent or agents for receiving the negroes, mulattoes, or persons of colour delivered from on board vessels seized in the prosecution of the Slave Trade by commanders of the United States' armed vessels.'

"A doubt immediately arose as to the true construction of this Act. It is quite clear, from its terms, that the President was authorized to provide 'for the safe-keeping, support, and removal' of these negroes up till the time of their delivery to the agent on the coast of Africa; but no express provision was made for their protection and support after they had reached the place of their destination. Still, an agent was to be appointed to receive them in Africa, and it could not have been supposed that Congress intended he should desert them at the moment they were received, and turn them loose on that inhospitable coast to perish for want of food, or to become again the victims of the Slave Trade. Had this been the intention of Congress, the employment of an agent to receive them, who is required to reside on the coast, was unnecessary, and they might have been landed by our vessels anywhere in Africa, and left exposed to the sufferings and the fate which would certainly await them.

"Mr. Monroe, in his special message of 17th December, at the first session after the Act was passed, announced to Congress what, in his opinion, was its true construction. He believed it to be his duty under it to follow these unfortunates into Africa, and make provision for them there until they should be able to provide for themselves. In communicating this interpretation of the act of Congress, he stated that some doubt had been entertained as to its true intent and meaning, and he submitted the question to them so that they might, 'should it be deemed advisable, amend the same before further proceedings are had under it.' Nothing was done by Congress to explain the Act, and Mr. Monroe proceeded to carry it into execution according to his own interpretation. This then became the practical construction."

Adopting this construction of President Monroe, I entered into an agreement with the Colonization Society, dated 7th September, 1858, to receive the Africans which had been captured on the slaver "*Echo*" from the agent of the United States in Liberia, to furnish them, during the period of one year thereafter, with comfortable shelter, clothing, and provisions, and to cause them to be instructed in the arts of civilized life suitable to their condition, at the rate of $150 for each individual. It was believed that within that period they would be prepared to become citizens of Liberia, and to take care of themselves. As Congress was not then in session, and as there was no outstanding appropriation applicable to this purpose, the Society were obliged to depend for payment on the future action of that body. I recommended this appropriation, and $75,000 were granted by the Act of 3rd March, 1859 [the Consular and Diplomatic Bill], "to enable the President of the United States to carry into effect the Act of Congress of 3rd March, 1819, and any subsequent Acts now in force for the suppression of the Slave Trade." Of this appropriation, there remains unexpended the sum of $24,350 90 cents, after deducting from it an advance made by the Secretary of the Interior out of the judiciary fund of $11,348 10 cents.

I regret to say, that under the mode adopted in regard to the Africans captured on board the "*Echo*," the expense will be large; but this seems, to a great extent, to be inevitable without a violation of the laws of humanity. The expenditure upon this scale for those captured on board the "*Wildfire*" will not be less than 100,000 dollars, and may considerably exceed that sum. Still it ought to be observed that during the period when the Government itself, through its own agents, undertook the task of providing for captured negroes in Africa, the cost per head was much greater than that which I agreed to pay the Colonization Society.

But it will not be sufficient for Congress to limit the amount appropriated to the case of the "*Wildfire*." It is probable, judging from the increased activity of the Slave Trade and the vigilance of our cruisers, that several similar captures may be made before the end of the year. An appropriation ought, therefore, to be granted large enough to cover such contingencies.

The period has arrived when it is indispensable to provide some specific legislation for the guidance of the Executive on this subject. With this view, I would suggest that Congress might authorize the President to enter into a general agreement with the Colonization Society, binding them to receive, on the coast of Africa from our agent there, all the captured Africans which may be delivered to him, and to maintain them for a limited period upon such terms and conditions as may combine humanity towards these unfortunates with a just economy. This would obviate the necessity of making a new bargain with every new capture, and would prevent delay and avoid expense in the disposition of the captured. The law might then provide that in all cases where this may be practicable the captor should carry the negroes directly to Africa and deliver them to the American Agent there, afterwards bringing the captured vessel to the United States for adjudication.

The capturing officer, in case he should bring his prize directly to the United States, ought to be required to land the negroes in some one or more ports, to be designated by Congress, where the prevailing health throughout the year is good. At these ports cheap but permanent accommodations might be provided for the negroes until they could be sent away without incurring the expense of erecting such accommodations at every port where the capturing officer may think proper to enter. On the present occasion these negroes have been brought to Key West; and, according to the estimate presented by the Marshal of the southern district of Florida to the Secretary of the Interior, the cost of providing temporary quarters for them will be $2,500, and the aggregate expenses for the single month of May will amount to $12,000. But this is far from being the worst evil. Within a few weeks the yellow fever will most probably prevail at Key West; and hence the Marshal urges their removal from their present quarters at an early day, which must be done in any event as soon as practicable. For these reasons, I earnestly commend this subject to the immediate attention of Congress. I transmit, herewith a copy of the letter and estimate of Fernando J. Moreno, Marshal of the southern district of Florida, to the Secretary of the Interior, dated 10th May, 1860, together with a copy of the letter of the Secretary of the Interior to myself, dated 16th May.

It is truly lamentable that Great Britain and the United States should be obliged to expend such a vast amount of blood and treasure for the suppression of the African Slave Trade, and this when the only portions of the civilized world where it is tolerated and encouraged are the Spanish islands of Cuba and Porto Rico.

JAMES BUCHANAN.

Washington, May 19, 1860.

United States' Marshal's Office, Southern District of Florida,
Key West, May 10, 1860.

Sir,

I have the honour to inform the department of the arrival in this port, on the 30th ultimo, of the United States' steamer "Mohawk," Lieutenant Commanding T. Augustus Craven, United States' Navy, having in tow the supposed American bark "*Wildfire*," of New York, Stanhope, master, with a cargo of over 500 Africans on board. The "*Wildfire*" was captured on the 26th ultimo, on the coast of Cuba, near the port of Neuvitas.

Immediately upon the arrival of the "Mohawk" here, Captain Craven informed me of the nature of her cargo, and desired that I should take possession of the captured Africans as early as possible. Having no means at that time at my command to secure them, I determined at once to erect temporary quarters on the lands of the United States, adjacent to Fort Taylor. I commenced work on the 1st instant, with all the available force that could be obtained on the island, and I am pleased to say that by the 4th instant, in the morning, almost three acres of land had been inclosed with a fence six feet high, and a building 140 feet long, and a kitchen erected, and were in readiness to receive them.

The landing of the Africans commenced about 12 o'clock, noon, on the 4th instant, and by 4 o'clock p.m. of that day 458 occupied the quarters hastily put up for them.

There had been landed previously, on the 1st instant, forty-nine sick, for whom I had obtained the use of the carpenter's shop near Fort Taylor, as a temporary hospital

The total number, including men, women, and children, received by me, and for which I have given a receipt to Lieutenant Commanding Craven, is 507. I regret to say that of this number fifteen have died since they were landed. There are at present under treatment in the hospital, about thirty-five sick, principally cases of diarrhœa. I have employed two of the most experienced physicians on the island to attend on the sick, and have also secured the services of competent nurses to wait upon them.

It is a matter of great surprise to me, that out of such a large number of human beings closely confined on board of a vessel, there should be so few sick. Those landed in good health are improving daily. I have furnished clothing to all of them, as they were in a nude state on board of the vessel. In addition to the quarters already built, I am having a building seventy-five feet long erected, for a hospital, and will be detached from the other. It will also be necessary to put up a small house for quarters for the guard employed within the inclosure, as it is hazardous for them to quarter in the same building with the Africans, owing to the prevalence of cutaneous diseases among the latter.

I am pleased to inform the department that I am under great obligations to Mr. James C. Clapp, civil engineer, and the agent in charge of Fort Taylor, for the valuable assistance rendered me by his advice in the erection of quarters, and for the use of materials and workmen furnished me from the fort for that purpose, all of which were promptly granted to me upon application, and without which much delay would have been occasioned in providing shelter for the Africans.

I am also under obligations to Captain John M. Brannan, United States' Army, commanding the post at this place, for the military guard and small field pieces which he has kindly furnished me upon my application. This guard consists of six men and a sergeant. The men are relieved every twenty-four hours, and have their quarters outside of the inclosure.

Captain Brannan has also tendered me the use of his whole command in case of emergency.

Within the inclosure I have a guard of eleven civilians, who perform duty day and night, and are absolutely necessary to direct and keep the Africans in good discipline. I have also in service a Spaniard, who was on board the bark "*Wildfire*," and claims to have been a passenger on board that vessel. His services are invaluable to me in controlling these people. I have found no difficulty in providing food for the Africans, and trust to have none during the time they may remain here. The supply of water at present on the island is larger than usual at this season of the year, and I hope to experience no difficulty in supplying them with all they may require.

In making arrangements for the safe-keeping of these Africans, I will use all the economy within my power, and trust that the course which I have pursued thus far will meet with the approval of the President.

I am pleased to inform the department that the health of the island is good at present; but as the time is approaching when the yellow fever may be expected to make its appearance in our midst, I trust that the removal of the Africans from here will take place at an early day.

Inclosed I have the honour to hand you an estimate of the probable amount required to defray the necessary expenses of the captured Africans for the month of May.

The department will be pleased to direct all communications for me to be sent to Charleston, to come in the steamer Isabel on the 4th and 19th of each month, instead of the Fernandina route, which at this time is very irregular.

I am, &c.,
(Signed) FERNANDO J. MORENO,
United States' Marshal, Southern District of Florida.

HON. J. THOMPSON,
Secretary of the Interior, Washington, D.C.

(Direct letters to the care of Mordecai & Co., Charleston, S. C.)

United States' Marshal's Office, Southern District of Florida,
Key West, May 10, 1860.

Sir,

There will be required to defray the expenses of Africans (captured by the United States' steamer "Mohawk") for the month of May, 1860, the following amounts, viz.:

For expenses of temporary quarters, mechanics, &c.. ..	$2,500
For food and clothing	7,000
For guards	700
For nurses in hospital	250
For medical attendance, medicines, &c.	1,550
	$12,000

You will be pleased to cause a warrant to be issued in my favour for the above amounts (with which I am to be charged on the books of the Treasury Department), and direct that a draft on the assistant treasurer, New York, for the amount, be remitted to me at Key West.

I am, &c.,
(Signed) F. J. MORENO,
United States' Marshal for the Southern District of Florida.

HON. J. THOMPSON,
Secretary of the Interior, Washington, D.C.

Sir, *Department of the Interior, May* 16, 1860.

I have the honour to submit, for your information, a copy of a communication this day received from F. J. Moreno, United States' Marshal for the southern district of Florida, dated the 10th instant, officially reporting the landing of over five hundred Africans from the slaver "*Wildfire*," recently captured by the steamer "Mohawk" on the coast of Cuba, and stating that he now has them in his custody. He also reports the arrangements he has made for their support, clothing, medical attendance, &c., and urges their speedy removal from the country, as the season is rapidly approaching when the yellow fever may be expected to make its appearance at Key West. The Marshal asks an immediate remittance of the sum of $12,000, to meet the estimated expenses he is under the necessity of incurring on this account during the current month; and I respectfully recommend that you direct this to be done out of the appropriation made by the Act of 3rd March, 1859, to enable the President to carry into effect the act of 3rd March, 1819, for the suppression of the Slave Trade, (vol. 11 of Statutes at Large, page 404), to be accounted for by the Marshal in the usual manner.

Prior to the 9th May, 1859, advances were made from the judiciary fund to the extent $6,947, which, since that date, have been increased to $11,348 10 cents, for expenses properly payable from the appropriation for the suppression of the African Slave Trade; and I have also to recommend that that amount be now transferred from the latter appropriation to the judiciary fund.

Very respectfully,
(Signed J. THOMPSON, *Secretary.*

The President.

Inclosure 2 in No. 183.

Message from the President to the United States' Senate and House of Representatives, dated May 22, 1860, *relative to the Capture of the "William."*

To the United States' Senate and House of Representatives,

I TRANSMIT herewith the copy of a letter, dated yesterday, from the Secretary of the Interior, communicating the copy of a letter addressed to him on the 13th instant, by Fernando I. Moreno, Marshal of the southern district of Florida. From this it appears that Lieutenant Stanley, of the United States' steamer "Wyandotte," captured the bark "*William*," with about 550 African negroes on board, on the south side of Cuba, near the Isle of Pines, and brought her into Key West on the 12th instant. These negroes have doubtless been delivered to the Marshal, and with those captured on board the "*Wildfire*" will make the number in his custody about 1,000. More may be daily expected at Key West; which, both on account of a deficiency of water and provisions, and its exposure to the yellow fever, is one of the worst spots for an African negro depôt that could be found on the coast of the United States.

JAMES BUCHANAN.

Washington, May 22, 1860.

No. 184.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, June* 14, 1860.

I TRANSMIT herewith, for your information, a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General in Cuba,* reporting the landing of 560 Bozals at Cardenas, from the brig "*Orion*" of Boston, on the 7th ultimo.

I am, &c.
(Signed) J. RUSSELL

No. 185.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, June* 16, 1860.

I INCLOSE, for your Lordship's information, copies of a letter from the United States' Minister at this Court, and of my reply, relative to a request on the part of the United States' Government that one or more of the crew of Her Majesty's Ship "Pluto" should be sent to Boston as witnesses to give evidence at the approaching trial of the master and two mates of the slave barque "*Orion*," which was captured by the "Pluto" in the month of January last.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 185.

Mr. Dallas to Lord J. Russell.

My Lord, *Legation of the United States, London, June* 5, 1860.

I HAVE the honour to state to your Lordship that Her Majesty's ship "Pluto," under command of Lieutenant Cortland Herbert Simpson, in the month of January last, captured and carried into St. Helena, without papers, the American barque "*Orion*," having at the time on board six or seven hundred slaves. The surrender of the master and two mates of the barque, named respectively Morgan, Chamberlain, and Dunning, to the authorities of the United States, with a view to their being prosecuted criminally, took place on requisition, and they have been transferred to Boston, Massachusetts, for trial.

The legal officer who is charged with the duty of proceeding against the criminals, has addressed General Cass upon the subject, under date of the 10th May last, representing that he is without evidence, oral or written, upon which a conviction can be claimed, and suggesting the necessity of obtaining if possible one or two witnesses cognizant of the capture, and able to recognize the accused as having been on board the "*Orion*." In the belief that the ship "Pluto" has been ordered home, and is probably now at Plymouth, it is hoped that Her Majesty's Government may allow one or more of her crew to be sent to Boston for that purpose. Your Lordship will excuse my annexing for the sake of exactness, a copy of Mr. Woodbury's letter to General Cass.

I am, therefore, instructed to apprize your Lordship of the circumstances already detailed, to beg to be informed whether the desired witness can be had, and to express a readiness on the part of my Government to make such advance to him as may be required for his voyage.

I have, &c.
(Signed) G. M. DALLAS.

---

* No. 120.

Inclosure 2 in No. 185.

Mr. Woodbury to General Cass.

Office of United States' Attorney, District of Massachusetts,
Boston, May 10, 1860.

Sir,

THERE have arrived at this port three men, the master and two mates of the barque "*Orion*," charged with "serving willingly on board a slaver." The barque "*Orion*" was captured without papers by Her Britannic Majesty's steamer "Pluto," Cortland Herbert Simpson, Lieutenant commanding, and carried to St. Helena for condemnation, January, 1860. The barque had been in charge of the United States' steamer "Mystic," a few days before, and was American; when taken she had 600 or 700 slaves on board. These men, Morgan, Chamberlain, and Dunning, were demanded on extradition at St. Helena, and delivered to the American authorities and brought here with copies of the affidavits taken there. The complaint is still open. Without the testimony of one of the officers or crew of the "Pluto" who saw these men on board of the "*Orion*" at the time of the capture, it will be impossible to convict them, because we cannot prove she was engaged as a slaver.

I therefore request that the Department will cause, through the Minister at London, a request for one or two men to be sent by the British Government here for the purpose of trial, to serve as witnesses. The fund for the suppression of the Slave Trade would be, I presume, properly chargeable with the expense; an arrangement as to pay per month, and travel, being easily effected: the witness' fees in court, unless the witnesses were kept in gaol whilst here, not being enough to remunerate witnesses for the detention. If this can be done I desire to be informed of it, as I can then procure a continuance of the cause, sufficiently to get time for them to arrive, say six or seven weeks certainly. The "Mystic's" men reported that the "Pluto" was ordered to Plymouth and is probably there, so that little delay need take place in finding the necessary witnesses in England. I only require them to the one point already designated.

Please inform me whether this can be done, as your letter must serve as the reason for a continuance.

I have, &c.
(Signed) CHAS. LEVI WOODBURY.

Inclosure 3 in No. 185.

Lord J. Russell to Mr. Dallas.

Foreign Office, June 15, 1860.

Sir,

I HAVE the honour to acquaint you that in compliance with the request contained in your letter of the 5th instant, the Lords Commissioners of the Admiralty have selected two officers of Her Majesty's ship "Pluto," to proceed to Boston to give evidence in the case of the slave barque "*Orion*," which was captured by Her Majesty's ship, and sent to St. Helena for adjudication in the month of January.

The officers in question are Mr. J. Hay, Assistant Paymaster, and Mr. Lamb, Gunner of the "Pluto." The former of these officers was with the Commander of the "Pluto" when he boarded the "*Orion*," and the latter was sent in charge of, and navigated that barque to St. Helena.

I beg leave further to inform you that both these officers will be directed to proceed forthwith to Boston, and to report themselves to Her Majesty's Consul at that port, who will also be directed to defray their expenses.

I am, &c.
(Signed) J. RUSSELL.

No. 186.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, July* 6, 1860.

I INCLOSE, for your Lordship's information, a copy of a despatch from the Acting Governor of Sierra Leone, reporting the condemnation in the Vice Admiralty Court of that Colony, of a vessel stated to be the American ship "*Roanoake*," which had been captured on the 13th of April last, by Her Majesty's ship "Triton," without colours or papers, but fully equipped for the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 186.

Acting Governor Fitzjames to the Duke of Newcastle.

My Lord Duke, *Government House, Sierra Leone, May* 7, 1860.

I HAVE the honour to inform your Grace that a ship, American-built, a prize of Her Majesty's steam sloop "Triton," commanded by Commander Burton, arrived here on the 17th of April last fully equipped for the Slave Trade and with a valuable cargo, but without any slaves on board.

The ship was captured on the 13th April last in latitude 3° 25′, and longitude 11° 1′, and showing no colours, and was condemned by the Vice-Admiralty Court here on the 25th of April.

Commander Burton informed me that the mate of that vessel stated to him that the ship cleared out from the Spanish Main (or Vera Cruz) under American colours, and papers as belonging to a merchant in Philadelphia, and bound to Africa; that on her way she was met by another vessel, which boarded her; she was then sold to some one from the other vessel. She received a portion of her crew and cargo from that vessel at sea, and was afterwards towed into Matanzas by a steamer. She did not anchor, but received the remainder of her crew and provisions there, and sailed thence before daylight for Africa, and that her name is the "*Roanoke*."

I have, &c.
(Signed) A. FITZJAMES.

No. 187.

Lord Lyons to Lord J. Russell.—(Received July 9.)

(Extract.) *Washington, June* 23, 1860.

I HAVE the honour to inclose a copy of an Act of Congress approved by the President on the 16th instant, which makes provision for the return to the coast of Africa of negroes found on board slave-vessels, captured by United States' cruizers. The Act is in accordance with the recommendation made by the President in his Message of the 19th ultimo, a copy of which was inclosed in my despatch of the 21st ultimo. It enables the President of the United States to enter with any persons or societies into a contract, binding them to receive the captured negroes, and to provide them with comfortable clothing, shelter, and provisions, for a period not exceeding one year from the date of their being put on shore on the coast of Africa. A sum of 250,000 dollars (about 51,000*l.*), is appropriated for applying the provisions of the Act to the negroes recently landed in

Florida from captured slavers. The President will doubtless carry the Act into effect by sending the negroes to the Republic of Liberia, and by contracting for their support when there with the Colonization Society.

Inclosure in No. 187.

An Act to amend an Act entitled " An Act in addition to the Acts prohibiting the Slave Trade."

BE it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that it shall and may be lawful for the President of the United States to enter into contract with any person or persons, society or societies, or body corporate, for a term not exceeding five years, to receive from the United States through their duly constituted agent or agents, upon the coast of Africa, all negroes, mulattoes, or persons of colour, delivered from on board vessels seized in the prosecution of the Slave Trade by Commanders of the United States' armed vessels, and to provide the said negroes, mulattoes, and persons of colour with comfortable clothing, shelter, and provisions for a period not exceeding one year from the date of their being landed on the coast of Africa, at a price in no case to exceed 100 dollars for each person so clothed, sheltered, and provided with food: Provided, that any contract so made as aforesaid may be renewed by the President from time to time, as found necessary, for periods not to exceed five years on each renewal.

Sec. 2. And be it further enacted, that the President of the United States be, and he is hereby, authorized to issue instructions to the Commanders of the armed vessels of the United States, directing them, whenever it shall be practicable, and under such rules and regulations as he may prescribe, to proceed directly to the coast of Africa, and there deliver to the agent or agents of the United States all negroes, mulattoes, and persons of colour delivered from on board vessels seized in the prosecution of the Slave Trade, afterwards bringing the captured vessels and persons engaged in prosecuting the Slave Trade to the United States for trial and adjudication.

Sec. 3. And be it further enacted, that the President of the United States be, and he is hereby, authorized to take immediate measures in his discretion, in accordance with existing laws, and with the provisions of the first section of this Act, for removing to the coast of Africa, and there providing with food, shelter, and clothing for a term not exceeding one year from the date of landing in Africa the captured Africans recently landed in the southern district of Florida, and that the sum of 250,000 dollars be appropriated for that purpose out of any moneys in the Treasury not otherwise appropriated by law.

No. 188.

Lord J. Russell to Lord Lyons, July 11, 1860.

[See despatch of same date to Lord Cowley, *ante*, No. 57.]

No. 189.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, July* 26, 1860.

WITH reference to my despatch of the 17th of December last,* I inclose, for your Lordship's information, the accompanying copy of a despatch from General Cass to the United States' Minister at this Court, which has been communicated to me by Mr. Dallas as containing the views of the President of the United States on the circumstances connected with the capture and destruction of the brigantine "*Rufus Soulé*" by Her Majesty's ship "Viper," off the African coast in the month of October, 1858.

---

* Class B, presented 1860, No. 306.

I also inclose a copy of a note which I have addressed to Mr. Dallas, in reply to General Cass's communication.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 189.

General Cass to Mr. Dallas.

Sir, *Department of State, Washington, March* 31, 1860.

YOUR despatch of December 19th last past, together with the copy of a note from Lord John Russell to yourself and other accompanying papers relating to the capture and destruction of the "*Rufus Soulé*" have been sometime before the Department, but the necessity arising out of some of the statements they contain of procuring information from the Island of Cuba, has prevented an earlier reply. I propose now to convey to you the views of the President upon this subject, which involve important considerations, that you may lay them before Her Britannic Majesty's Principal Secretary of State for Foreign Affairs.

The greater part of the note from the Foreign Office is directed to a review and defence of the proceedings of the officer who commanded upon that occasion, while the other is occupied with remarks and suggestions concerning the Slave Trade, some of which I consider uncalled for, while others are still more unacceptable.

And first, with regard to the "*Rufus Soulé.*" Lord John Russell has incorporated into his communication a narrative of the cruize and capture of that vessel, almost exclusively compiled from the report of Lieutenant Hodgkinson, of the British navy, who boarded and burnt her. And his Lordship subjoins to this summary the expression of his conviction, that the statements thus made will satisfy the Government of the United States that the information on which the Commander of Her Majesty's ship "Viper" acted, was well-founded, and that the "*Rufus Soulé*" was at the time of her capture engaged in the Slave Trade, and that she was not entitled to the protection of the United States' flag. Whether this vessel was then engaged in the Slave Trade is one thing, but whether she was entitled to the protection of the flag of the United States, is another and quite a different thing, and depends not upon the nature of her employment, legal or illegal, but upon her national character. Certainly there are strong grounds of suspicion, that she was engaged in that nefarious Traffic, and were the question of her condemnation or of the guilt of her crew depending before a judicial tribunal, possessing the necessary jurisdiction, the object of the voyage would be a paramount subject of inquiry. But that consideration does not touch the question now at issue between the Government of this country and that of Great Britain. That question, I repeat, is not what the vessel was doing, but whether she belonged to the United States. Neither her national character, nor the immunity it brings with it, could be affected by the purposes to which she was destined. The police over their own vessels upon the ocean is an attribute of sovereignty, which belongs to all independent states, and is not now questioned by any of them. Many severe lessons in their own history have taught the United States the value of this principle, and have brought with them the determination to maintain their right to it under all circumstances. While the Government of Great Britain has avowed its adhesion to this doctrine, the British naval officers appear too often to be ignorant of its existence or indifferent to its obligations. Repeated occurrences upon the coast of Africa, but formerly and quite recently, as well as the objectionable proceedings in this case of the "*Soulé,*" too clearly indicate with what facility an unlawful jurisdiction is assumed, and abused and defended. The United States have a right to expect that the British Government will make known to its officers, that no such pretension is advanced by Great Britain, and that it will take efficient measures to put a stop to a practice which is equally irritating and unjustifiable. This country is desirous of the extinction of the Slave Trade, and is employing a larger force for that purpose in proportion to its naval means than any other Power whatever. But it has other great interests upon the ocean, the immunity of its flag, the protection of its citizens, and the security of its commerce, which it does not intend to put to hazard by permitting the exercise of any foreign jurisdiction over its merchant vessels.

Omitting in this inquiry the antecedents of the "*Soulé*" as well as the statement of the rumours of her destination, it appears from the journal of Lieutenant Hodgkinson, that he fell in with that vessel on the 19th of September, 1858, off Killoo River, on the Western Coast of Africa, and that he boarded her, whether forcibly or peaceably he does not state, but it is to be presumed he went on board without permission, for he says he was induced to visit her, for the reasons he assigns, and strange reasons they are for committing such an act, that she was old and evidently not cared for, and that Spaniards were visible on board. He demanded of the master his register, to which the latter demurred, meaning thereby, I suppose, that he at first refused to deliver it, but at length it was produced, the master's objection having no doubt yielded to the presence of superior force. The register on examination was pronounced correct, and the vessel was then allowed to pass on her voyage to the Congo.

On the 11th of October following the same British cruizer, the "Viper" again fell in with the "*Soulé*," but it is stated that in the interval between the first and second time of meeting this vessel, Lieutenant Hodgkinson had received information from Her Majesty's Government, and also from the African coast, which revealed the true character of the "*Rufus Soulé*." The nature of the information, thus specially communicated to Lieutenant Hodgkinson, and which seems to have changed his own view of his power or of his duty is not stated, but that officer does state that he read it to the master of the "*Soulé*," and then taxed him with being engaged in the Slave Trade. It is presumable, therefore, that the true character of the vessel said to have been thus revealed was not her national character, but the character of her employment.

It was under these circumstances that Lieutenant Hodgkinson again boarded the "*Soulé*" after having already satisfied himself that her papers were correct, and charged the captain, not with sailing a vessel under the American flag, to the protection of which he had no just claim, but with being engaged in the Slave Trade, which he seems to have considered his proper subject of inquiry, and then with the consent, it is alleged, of the master, mustered the crew and found that with the exception of a single individual, they did not correspond with the description in the articles. At this stage of the examination the commander of the "Viper" was called on board his own vessel, leaving one of his officers in the "*Soulé*," and when he was on the point of returning he observed the American colours and papers to be thrown over board.

Even if this act were an entirely voluntary one on the part of the master of the "*Soulé*," it gave to the British officer no jurisdiction over that vessel. He had already examined the papers and had found they were correct, and their destruction did not destroy his knowledge of her national character which they established, nor his duty to respect it. Lieutenant Hodgkinson has felt himself called upon to disavow the use of any influence to induce the master of the "*Soulé*" to commit this act, with the exception of informing him that from correct information he was a slaver; neither, he continues, were any threats or inducements held out by Mr. Thompsom. From the testimony transmitted by Commander Totten, it appears there are conflicting statements upon this subject, verified by oath, but I leave them without examination, remarking, however, that it is difficult to reconcile this disavowal with another part of the report of Lieutenant Hodgkinson, where he says he told the master that the suspicions he had entertained of his being a slaver were still stronger, and that he would not be doing his duty if he allowed him to proceed without watching him, and that he should therefore remain by him.

I have already in my despatch to Lord Napier of April 10, 1858, and in my despatch to you of February 23, 1859, complained of this practice which is now in active operation, and by which the rights of the United States are violated and their laws evaded. This case of the "*Soulé*" has come to add to the number of these complaints. Reports have reached here of similar occurrences having quite lately taken place in other cases, and though these reports are not of an official character, still they appear entitled to credit, and they show how extensively this practice prevails. And this impression is confirmed by a report from Commander Totten to Flag Officer Conover, in which it is said the rumour is current that improper threats are made and strong inducements held out to the captains of these vessels to haul down their flags and destroy their papers.

The representations from this Department asking the attention of the British Government to these unjustifiable interferences and a correction of the evil, have led to no assurance that any measures for that purpose have been adopted, though Lord Napier, in one of his despatches, enumerates various vessels, which had been captured by British cruizers after the penalties of the laws of the United States had been thus evaded.

In my note to Lord Napier of April 10, 1858, the avowal of Commodore Wise of his knowledge of the practice, and, in fact, of his participation in it, was especially brought to the notice of the British Minister. That officer, as he stated to Lieutenant Pelot, of the American navy, boarded the ship "Bremen," under American colours, and told the Captain, who appeared to be a Portuguese, that it was his intention to take the vessel, and that he did not wish to see her papers, at the same time giving him his choice whether to to be taken under the American flag or otherwise. The Master, it was added, made some unintelligible expression about being taken as a pirate (alluding to the laws of the United States and the terrible punishment for their violation), and the mate hauled down the colours immediately. The papers were then thrown overboard, and the vessel was seized as a prize, "without colours or papers." The officers and crew, with the exception of the cook, were landed on the nearest part of the coast, and there set free, shielded from the just consequences of their crimes, and the vessel was sent to Sierra Leone, insuring to her captors the prize-money provided by the British laws.

During the same interview with Lieutenant Pelot, Lieutenant Davidson, another officer of the American navy, asked Commodore Wise whether, if he met an American slaver with genuine papers, he would use means to induce the captain to throw his colours overboard? To which he replied, "Well, I might stretch a point, and tell the Captain the 'Dale,'" an American ship-of-war, "was just at hand." The stretching a point furnishes the true key to the conduct of the respective parties, captors and captured. The one considers it a justification for making a prize, while the other party finds in it immunity from punishment. In this case of the "*Soulé*," there was no appearance of any design on the part of the master to divest the vessel of her national character, notwithstanding the alleged insubordinate condition of the crew, till Lieutenant Hodgkinson announced his determination not to suffer him to proceed without watching him, and "that he should, therefore, remain by him." Under the circumstances, this course of proceeding indicated by the British commander would have been equally unexceptionable and efficient, and it is much to be regretted that he did not carry it into effect. The declaration itself was equally intelligible on both sides, and was equally well understood by both to mean, "I will remain by you till we fall in with an American cruizer, when I will deliver you up, and you and your crew will be taken to the United States and hanged as pirates." This fearful alternative was avoided by the sacrifice of the evidence of the nationality of the vessel, and the crew was landed upon the coast, and the ends of justice thus defeated. It is impossible to assign any other motive but the hope of escape for such conduct on the part of persons thus accused, and in the power of a force not to be resisted.

Commodore Wise calls this "foregoing" the protection of the American flag. And why should that protection be foregone unless from a consideration of danger and the hope of escape?

Undoubtedly, if a ship is sailing upon the ocean, destitute of papers necessary for establishing her nationality, she may be taken possession of by any vessel finding her in that condition, and having had no agency in producing it. Under such circumstances, the ship and her crew should be conducted to some port, where the whole matter might be judicially investigated with a view to such proceedings as might be proper. But it would be difficult to find a justification for the officer who should separate such vessel and the crew, and dismissing the latter instead of retaining them for a searching inquiry into the transaction, and for such proceedings as might be found proper.

When Commodore Conover, then commanding the American squadron on the Coast of Africa, was informed of the course of conduct which Commodore Wise avowed his intention to pursue in relation to the destruction of papers, he addressed a letter to Rear-Admiral Sir F. Grey, the British commanding officer upon that station, remonstrating against such a procedure, and requesting that all persons guilty of thus violating the rights of the United States might be punished and the practice itself effectually suppressed. I am not aware that this application led to any investigation. Certainly it has led to no correction of the evil, nor, so far as is known here, has it drawn upon Commodore Wise any mark of the displeasure of his Government.

Lieutenant Hodgkinson, after disavowing the exertion of any "influence" to induce the master of the "*Soulé*" to abandon his flag, seems to consider some explanation of the motives which led to that act called for by the circumstances, and he finds it in the allegation that, what he calls the usual balance of power in slave-vessels, that is, an equal division of force between the American and the Spanish portion of the crew, had been destroyed by the ascendancy gained by the Spaniards, who manifested evil intentions, and the captain was therefore placed in a dangerous position.

I know nothing of this usual equilibrium of opposing forces, but I have to remark, in the first place, it is probable that the same motives which have operated in other cases to induce the destruction of the ship's papers operated also in this case, and there is no pretence that the insubordination of the crew, existing or anticipated, has led elsewhere to similar proceedings, and, in the next place, the facts stated by Lieutenant Hodgkinson furnish a sufficient refutation of this part of his defence.

The "*Soulé*" had been already twice boarded, first by the "Viper" about a month before, and next by her cutter within a day or two, and as both of these "visits" afforded to her master the same opportunity he ultimately embraced to free himself from danger by the abandonment of his vessel, his not resorting to this expedient to atone for the loss of the "balance of power," leaves no reasonable doubt that he was finally influenced by other considerations. The "balance of power" is not heard of till the menace of Lieutenant Hodgkinson aroused the captain to a sense of his danger.

I have dwelt the more at length upon this incident, and upon the practice of which it is an illustration, that the subject may be brought the more distinctly to the attention of Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, in the hope that this appeal to the justice of the British Government will be more effectual than the former ones, and that a rigorous inquiry will be instituted into these proceedings, with a view to such measures, both of prevention and punishment, as a just regard to the rights of the United States may require.

Possession having been taken of this alleged denationalized vessel under these circumstances, she was immediately burned by order of Lieutenant Hodgkinson. It was a high-handed measure to be justified only by pressing exigency. The evidences of her nationality had been destroyed to the knowledge of Lieutenant Hodgkinson, and to that illegal act was now added the destruction of the vessel herself. She was thus placed beyond the reach of a judicial tribunal which in the investigation of this transaction might have derived much benefit from an inspection of the vessel. I am not satisfied with the reason assigned by Lieutenant Hodgkinson for this objectionable proceeding. He states that, "having one prize crew already away," I should not have been justified in sending this vessel (the "*Soulé*,") to Sierra Leone without a large crew, and I therefore had her surveyed and destroyed.

I understand from an officer of the highest experience and authority in our service, that a crew of about five or six men would have been quite sufficient to navigate this vessel from the place of capture to Sierra Leone or to St. Helena, and I understand also it is not easy to realize that a ship of war like the "Viper" could not spare that number of men for such an important purpose during a few days; and this difficulty is still further increased by the fact that one of the "Viper's" boats under an officer had been cruizing off Banda Point, "for the suppression of the Slave Trade," and rejoined the steamer at this very time. How long she had been absent upon that expedition does not appear, nor is any reason given why if a crew could be spared for such a service a part of it could not have been spared to conduct the "*Soulé*" to a port for examination and adjudication. Lieutenant Hodgkinson knew her American character as established by her papers. His proceeding, therefore, involved a grave international question, and it is difficult to conceive that he had any more imperative duty to perform than to conduct his prize where a proper investigation could take place, instead of surrendering her to the flames and the ocean.

Between two and three days after this occurrence the "Viper" fell in with the United States' ship "Vincennes," when the commanding officer of the latter, Commander Totten, went on board the British vessel. In his report of these transactions, that officer very naturally expresses his surprise that Lieutenant Hodgkinson made no reference whatever to his proceedings with regard to the "*Soulé*," though Commander Totten inquired "if there were any suspicious vessels on the coast." To this he was answered "there were none." At this very time the master of the "*Soulé*" was still on board the "Viper," and Lieutenant Hodgkinson should have seized with alacrity the opportunity of disclosing to Commander Totten the circumstances under which he had felt himself authorised to capture and destroy a vessel, which he had ascertained to possess "correct" American papers; and the master of the "*Soulé*" should also have been presented to the Commander of the "Vincennes," that he might have been enabled to receive from him a narrative of these incidents, more especially as the statements of the master to Lieutenant Hodgkinson, constitute so much of the justificatory report of that officer to his naval superiors. By suffering Commander Totten to leave the "Viper" in ignorance of the events which had just taken place, Lieutenant Hodgkinson pursued a course which necessarily brings doubts upon his confidence in his own defence.

After disposing of the case of the "*Rufus Soulé*," and justifying the proceedings that took place, with the expression of the opinion that such justification would be approved here, Lord John Russell proceeds to make some remarks upon the conduct of this Government and its officers connected with the suppression of the Slave Trade, which I feel assured his Lordship on re-examination will be sensible are neither courteous not called for by the circumstances. The United States and Great Britain have entered into a Conventional arrangement, by which the parties respectively agreed to employ a naval force on the coast of Africa, carrying not less than eighty guns to secure the execution of their own laws, and to prevent their own vessels from being concerned in this prohibited Traffic. The United States have endeavoured faithfully to fulfil the obligations thus assumed. Two or three sailing frigates or sloops would have supplied the force required by the terms of the Convention, but it was the desire of this Government in good faith to accomplish the objects proposed, and therefore, as it has been found by experience that some vessels of lighter draught, and especially steamers, are indispensable to ensure success. that kind of force has been provided. A squadron of eight vessels, four of which are steamers. and the whole carrying ninety-seven guns and eleven howitzers, is now upon the coast of Africa, engaged in this Slave Trade suppression duty. While in the Cuban waters, to which the obligations of the United States under this Treaty do not extend, we have four steamers upon the same service, carrying sixteen guns and nine howitzers, and both of these squadrons are actively and honourably engaged in the performance of the irksome duty assigned to them.

I am well satisfied that neither of the parties to the Treaty of August 9, 1842, would be unwilling to receive and to consider in a proper spirit the representations of the other made with a view to give effect to their respective obligations. The Government of the United States has given full proof of this disposition by receiving and considering in good faith the many statements and suggestions to which its attention has been called by the authority of the British Government, though I have already informed both Lord Napier and Lord Lyons, in conversation. that I think these appeals have been more numerous than the circumstances called for. Not one of them was founded upon any injury alleged to have been suffered by a British subject from an American armed force. Some were representations, rumours indeed, received from various quarters concerning vessels not within the reach of the laws of the United States. While others became unacceptable, in consequence of repeated reference to the duties of this Government, as though that were a subject which could not be appreciated here unless often presented from abroad. The statements relied upon evidently proceeded from officers who were not unwilling to find this Government and its officers in the wrong while surveying the question of the suppression of the Slave Trade from their own point of view. And from that position it is perhaps not unnatural that they should see in the British Navy a just and effectual means of accomplishing the object without adverting to the inherent difficulties which surround this complicated subject, arising out of the enterprise of the shrewd and unscrupulous men who prosecute the Trade, and who are stimulated by the prospect of enormous profits, and without adverting to the ceaseless jealousy with which the exercise of a foreign jurisdiction over their own vessels on the great highway of the world is regarded by all commercial nations. And, besides the naval forces employed in this service, the British Government have agents stationed at various points engaged in the duties of prevention and observation, and all these officers, both civil and naval, are naturally willing enough to commend themselves to their superiors by the display of zeal and fidelity in the discharge of their duties, and thus it almost necessarily happens that rumours and statements reported by them are often found to be exaggerations, and some of them destitute of any real foundation. That the Slave Trade has recently increased I am not prepared to deny, though the estimates upon the subject seem to be founded upon very vague conjectures; and there appears to be a prevalent disposition to hold the United States' flag responsible, by its prostitution, for this growing evil. The reproach may be just, but I have no proof that it is so. Why the American flag should be thus desecrated any more than the French flag or the flag of any commercial nation which has not surrendered to Great Britain the right of search, I am at a loss to perceive. The vessels of all Powers, exclusive of the exceptional ones, are equally beyond the reach of examination or capture by a British armed cruizer.

Lord John Russell states, undoubtedly upon the authority of reports made to the Foreign Office, that "it appears that United States' capital has been more and more employed in this Traffic." That there are men in the United States so lost to a sense of duty as to invest their capital in these enterprises, I do not doubt any more than I doubt that such men are to be found in England, as well as in all other countries. But the report of our intelligent Consul-General at the Havana shows that this charge should be received with a great deal of caution. He states in a letter dated the 12th instant, that he is satisfied "that within the past year no American capital has been invested in this trade, either in the purchase or fitting out of vessels from Cuba; and in referenee to the "alleged complicity of American vessels and their masters and crews in the Slave Trade, and the fraudulent sale or transfer of such vessels," he is of opinion "there has been no such secret sale of any American vessel at this port since December, 1858, but the bark "J. J. Cobb," heretofore reported. The Consul-General also reports that "during the past year several American vessels have been sold at this port, and put under the Mexican and Chilian flags, and were no doubt purchased for the Slave Trade, and if they used the American flag it was hoisted at sea, and is only used for the protection of this illegal Traffic by foreigners, who have no colour of right to its use, and it is barely possible that one or two American vessels may have been secretly sold, yet there is nothing within my knowledge to justify such a belief," &c. The Consul-General considers that the only effectual means of suppressing the Slave Trade is in the power of the British Government, and that is by urging the Spanish Government to fulfil its Treaty stipulations with Great Britain, by which Spain, partly for a pecuniary consideration, declared the Spanish Slave Trade to be abolished in all parts of the world. As I have heretofore remarked, if slaves could not be sold they would not be bought, and as Cuba is now the only remaining mart for this Traffic, if that island were closed this revolting employment would cease. No man doubts, that if the Spanish Government were seriously disposed in good faith to comply with these obligations its firmly established authority would enable it to do so without delay and without any serious opposition. And as little doubt can exist, that if the British Government should announce its determination, and adhere to it, that the suppression Treaties with Spain should be executed, and the Slave Trade thus abolished, the Spanish Government would at once take effectual measures for the accomplishment of the object. This done, the claims of humanity would be enforced, and all the difficult and dangerous questions, which are continually arising out of the employment of armed cruizers in this service and threatening the peace of the principal commercial powers would disappear. And certainly the facts stated upon the authority of the British Government, that the Government of Spain persists in screening and favouring this trade, and that the corruption of Spanish officials in Cuba is notorious, and the price of connivance publicly known, and that many of them return to Spain "enriched by the gold they have amassed as the price of African blood," furnish powerful motives for the prompt and efficacious interposition of England.

I desire you will assure Lord John Russell that both in the force it employs and in the instructions it has given, the best efforts of this Government have been exerted to prevent the prostitution of the American flag to the purposes of the Slave Trade, and that there is no need of endeavouring to stimulate it to more vigorous action by reminding it of its obligations. Such representations, however well intended, by continued repetition may assume the appearance of remonstrances, if not of reproaches.

We have experienced naval officers upon the coast of Africu, as honourable and efficient as are found in any other service, who keep their Government informed of all the occurrences of any importance in that quarter, and of the state and prospects of the Slave Trade, and who present from time to time such suggestions as they deem useful, connected with the action and the duties of the United States. From their reports, it is obvious that there is much in the conduct of the British officers, of which this country may justly complain, and these reports, not less than various occurrences referred to in this dispatch warn the United States of the necessity of unceasing vigilance, when the safety of their vast interests upon the ocean is brought in question.

The despatch of Lord John Russell contains a grave charge against the American Consul at Matanzas, founded upon the report of Lieutenant Hodgkinson, and said to have been derived from information furnished by the master of the "*Soulé*." The charge is, that "the papers, articles and all (of the '*Soulé*,') were got from the American Consul by means of money furnished by a Señor Soriente." Soon after I received this despatch, I directed the Consul-General of the United States at Havana to proceed to Matanzas and investigate carefully the conduct of the Consul, and also to make an examination into the mode of operation of the Slave Trade dealers, and into the criminal use of the American flag, in order that this Government might be the better enabled to prevent the violation of its laws. The report of the Consul-General was received a few days since, and I embody in this letter a considerable portion of it, and trust it will furnish a useful lesson and lead to more caution hereafter, especially when the character and conduct of honourable American officers are assailed and condemned.

The Consul-General, Mr. Helm, reports that he proceeded to Matanzas, and there learned from the records of the Consulate, that the brig "*Rufus Soulé*" arrived at that port on the 16th day of June 1858, with an inward crew of nine persons, two of whom were foreign seamen; that on the 28th day of the same month, J. Davis, then master, cleared his brig from Cardenas without a change of crew, but for some reason the vessel did not sail; afterwards six of the crew deserted. On the 6th day of July six seamen were shipped Davis, surrendered the command, Thomas Anderson, the first mate, was appointed master, and the vessel was cleared for Fernando Po, a Spanish Island near the coast of Africa, without any evidence of a sale or of a change of nationality in the Consulate. All the entries in the several record books—"The Ship's Daily Journal," "The Fee Book," and the detailed list of the seamen shipped, discharged or deceased, show the foregoing facts.

I am, therefore, of the opinion, that Lieutenant Hodgkinson, the officer commanding the "Viper," was mistaken in his statement, "that the Consul's name was not appended to the re-entered crew, although it was to the crew paid off." His name was no doubt appended to the certificate or declaration of the master as to the desertion of the crew, and was not appended to the articles except in a certificate, attached by a seal, which might have been severed or accidentally have fallen off, which mistake might easily be made by one not familiar with our mode of shipping and discharging seamen or reporting deserters.

Mr. Helm also reports, that he has no doubt, but that the "*Rufus Soulé*" was sold to a slave-dealer, and that just before she sailed the American Consul was verbally informed by the British Vice-Consul that she was intended for the Slave Trade, which information, he says, the American Consul no doubt communicated to the commander of the only American ship then in the port, who was prevented by the special service upon which he had been ordered from pursuing the "*Soulé*." With respect to the American Consul at Matanzas, Mr. Garesché, who has been so unjustly assailed, Mr. Helm bears this honourable testimony to his character and conduct. "Mr. Garesché," he says, "was an old gentleman, some seventy-five years of age, a man of such high integrity that he would have scorned to accept money except in the legitimate performance of his duty, and every American at Matanzas is willing to proclaim the charge of complicity on his part in this or any illegal act or wrongful transaction, a base slander. He may not have been active and efficient, but though I have never seen him, I am satisfied, from all I learn, that a more honourable gentleman never represented his country abroad." I am sure Lord John Russell will regret that his despatch has been made the vehicle of such aspersions upon a man so worthy of general esteem.

But the despatch from the English Foreign Office, after disposing of the case of the "*Rufus Soulé*," and approving the occurrences that took place, proceeds to administer a rebuke to the Government of the United States, which the President has read with equal surprise and dissatisfaction, and which is not supported by the facts advanced, nor compatible with that respect which is due from one independent nation to another. This unacceptable proceeding consists in the allegation, that this Government, as well as its officers, has been too ready to give credence to the statements of individuals who have formed portions of the crews of slave-trading vessels captured by British cruizers, that have not been entitled to the protection of the American flag, and that the British Government has been called to investigate complaints unsupported by any corroborative testimony.

In the efforts which are now made to put an end to the Slave Trade, the merchant-vessels of the United States are liable to be forcibly boarded, searched, and captured. The right to do so is peremptorily disavowed, and the parties are in perfect accord as to the principles of the immunity of their respective flags. Mistakes may be made in good faith and without injury, and when such mistakes occur the trespass would be readily excused. But perpetual vigilance is necessary to prevent those abuses which are almost necessarily incident to the meeting of the vessels of different nations, where there are present force and distant responsibility on one side, and weakness on the other.

When a case is presented with the complaint that outrages against our flag have been committed, it is equally the right and the duty of this Government to investigate the testimony, and then to adopt such a course as the circumstances may, in its opinion, require. Such investigation is liable to error, as indeed is the examination of all human testimony. And this is a misfortune to which the British Government is equally exposed, when the conduct of its officers is subjected to inquiry upon complaint of aggressions committed by them.

I cannot understand what just objection there can be to these investigations. They ought indeed to be invited rather than repelled, and the Government whose force is often employed in the exercise of a dangerous and illegal maritime jurisdiction, should be ready, it seems to me, at all times, to examine the conduct of its officers, and to apply the proper remedy, where a remedy is required, rather than manifest dissatisfaction at being called upon for its interposition.

The complaint of Lord John Russell is, that statements made of trespasses committed by British armed ships upon vessels not entitled to the protection of the American flag are listened to with too much facility. But whether these vessels are entitled to this protection is, in most cases, precisely the question at issue; and whenever this Government has grounds for believing that its flag has been violated by an armed party acting under British authority, it will not fail, in a respectful manner, to present the case to the British Government, in the confident expectation that it will be fairly examined and justly dealt with.

But, apart from the principle which should regulate the conduct of friendly nations under these circumstances, it is worthy of inquiry whether the reproof administered by Lord John Russell is borne out by the facts which have taken place. Whether any such practice as charged is deducible from the number or nature of the cases to which the attention of the British Government has been invited.

The charge is that this Government and its officers have given too much credence to the complaints referred to, and that the knowledge of this disposition, and that these cases have been thus taken up has not a little emboldened the proceedings of the slave-dealers, and tended much to the abuse of the American flag. These are grave criminations. Will they stand the test of examination?

The first inquiry is, whether the number of causeless complaints presented to the British Government, has been such as to justify this reproach. To ascertain this, I have caused the necessary examination to be made, and I find that since I have been connected with this department, now somewhat more than three years, ten cases have occurred, to which the attention of the British Government has been called for outrages alleged to have been committed in the African seas upon vessels believed to have been American.

Mr. Dallas, in a letter to Lord Malmesbury characterising the nature of these reclamations, observes that they have, it is believed, without exception been accompanied by compressed statements of their substantial points, showing with convenient brevity the facts relied upon and the inferences deducible from them in favour of each claim.

I have omitted from this examination the cases of aggression committed upon American vessels in the months of March, April, and May, 1858, in the Gulf of Mexico, because they do not come within the scope of this discussion. They involve no question of the sufficiency or credibility of evidence, but were the consequence of the attempt to enforce the pretension of a right, on the part of the British naval officers, to board and examine all American vessels. Their occurrence occasioned great excitement in this country, and the immediate action of the Government, and the appeal which was made to the Government of Great Britain were effectual, and this pretension was disavowed and orders given for its abandonment.

Returning now to the ten cases referred to upon the coast of Africa, I ask, does the disposition made of them justify the charge preferred by Lord John Russell? Does it show any such settled practice on the part of this Government of presenting unjust claims destitute of any sufficient evidence to warrant the applications for their examination? It is presumable that three years are quite enough to test the mode of action of this Government.

Looking into the history of these cases it is found, that in four of them the conduct of the British officers was censured, and the proceedings disapproved by their Government. That in two of them, it is not denied that the vessels were boarded by British armed parties though these acts are defended upon grounds which are urged by Lord Malmesbury, but which, in my opinion, are wholly insufficient to justify the aggressions. But be that as it may, no one can question that the circumstances rendered it the duty of the American Government to demand an investigation. I will not call the seventh case, that of the "*Anglo-Saxon*," a type of the course pursued in the search of American vessels, but it certainly illustrates the positions which are taken in its defence. This vessel was undoubtedly furnished with American papers, and was forcibly boarded by a party from the British ship "Archer" under circumstances which are well presented in a despatch from Mr. Dallas to this Department.

In the opinion of Lord Malmesbury, says Mr. Dallas, the suspicious conduct and appearance of the "*Anglo-Saxon*," as narrated in the report of Captain Anderson, led to her being detained and visited. The features which made her obnoxious to these suspicions are not enumerated, unless the delay in hoisting her flag, and when hoisting it the execution of the uncommon proceeding for an American vessel of dipping it three times, be regarded as such. Nothing beyond this is intimated, and perhaps it would have been quite as well that Captain Anderson had reported himself to have acted upon his own mere volition, as to have adverted to incidents in themselves so perfectly harmless and insignificant. If excusatory suspicion that a vessel is trading in slaves can be predicated of matters like these, no end to the surveillance and interruption of our commerce on the African coast need be anticipated.

The "*Rufus Soulé*," whose capture and destruction are now the subject of discussion with British Government, is another of the vessels here enumerated. I trust that on a review of the circumstances, Lord John Russell will concede that the appeal for investigation into this transaction could not have been neglected without the neglect of duty on the part of this Government. And I am not without hopes, that Lieutenant Hodgkinson will yet be visited by some mark of displeasure, which will serve as a warning both to himself and to others against such conduct hereafter.

There remain two other vessels, and upon examining the facts as they now appear, I have no hesitation in saying, that there was no just foundation for the complaints which were made, and I am satisfied that they were inadvertently presented and without due investigation. Can it be seriously contended that the Government of the United States is justly liable to the charge of listening with too much facility to complaints of outrages committed upon their merchant vessels, when the review of its course presents such a result in three years?

And these interpositions, says Lord John Russell, embolden the slave-trader to prosecute his flagitious occupation. If the circumstances justify their interposition, the United States are not responsible for any encouragement they may give, even if followed by that result, unless indeed it is maintained, that when aggressions and outrages are committed upon American vessels on the ocean, this Government should refrain from demanding any inquiry and redress, lest by so doing the slave-traders might be stimulated to more vigorous exertions. There is no doubt, if the United States should abandon all protection of their own flag, and should suffer their vessels to be captured without objection, the slave-dealers would sometimes be apprehended where they now escape. But there is little probability that such a proposition will be anywhere seriously made.

But what cause for renewed courage, in the prosecution of their enterprises, these demands upon the British Government would have given to the slave-dealers, I am not able to conjecture. The result of the applications for redress has been profitless for them, for anybody else, indeed, so far as regards pecuniary compensation. I cannot find on inquiry that a single dollar has ever been paid in compensation for injuries suffered by vessels, and which have been made the subjects of complaints to the British Government. I cannot find that a single officer has been brought before a court-martial, or dismissed from the service. In one case an officer was censured, while in one or two other cases, there was a change of station, but, it is believed, without at all affecting the professional standing or the advancement of the officer implicated. The sentiment which prevails in the British Navy upon this subject is anything but favouable to the continuance of that friendly regard, which our respective countries have so many powerful motives to cultivate, if it is truly indicated by the views of Commodore Wise, in his report to the Secretary of the Admiralty of July 11th, 1859, while pleading the case of Lieutenant Burton, who had been guilty of an indefensible aggression upon the American ship "*Orion*," and who was censured by the British Government. "I trust," said Commodore Wise, "their Lordships will attribute Mr. Burton's conduct to an error of judgment. I know that for the future he will turn a deaf ear in similar cases to the calls of humanity, bearing in mind that the blood of the unfortunate slaves murdered under the protection of the American flag will not be placed to his account, but to that of the country from whose ports slaves are daily and undisguisedly clearing."

This judgment of condemnation needs no comment, admits none indeed. The report of a British officer to his superiors is a matter with which this Government has no concern. But its own self-respect demands that effusions like this should not be officially communicated to it by any Government whatever. I am persuaded that it found its place among the papers transmitted from the Foreign Office inadvertently, and without the knowledge of Lord John Russell; and I indulge the confident expectation that such an unpleasant accident will not again occur.

In conclusion, you will be good enough to assure Her Britannic Majesty's Principal Secretary of State for Foreign Affairs that the expression of his belief that the Cabinet at Washington is sincerely desirous to put a stop to the prostitution of the United States' flag is received as an evidence of friendly feeling, not less acceptable because this tribute to truth is but an act of justice. And I will thank you also to communicate to his Lordship the opinion, which is confidently entertained here, that in the prosecution of their schemes of enslavement, the men devoted to this Traffic are far more emboldened by the immunity which is assured to them by the destruction of their papers, than they are by any readiness on the part of this Government to listen to the complaints which are made of outrages committed against its flag.

You are authorized to leave a copy of this despatch with Her Majesty's Principal Secretary of State for Foreign Affairs.

I have, &c.
(Signed) LEW. CASS.

Inclosure 2 in No. 189.

Lord J. Russell to Mr. Dallas.

Sir, *Foreign Office, July* 23, 1860.

HER Majesty's Government have had under their consideration the despatch addressed to you by General Cass on the 31st of March last, a copy of which you communicated to me on the 30th April, as containing the views of the President of the United States on the circumstances connected with the capture and destruction of the brigantine "*Rufus Soulé*" by Her Majesty's ship "Viper," off the African coast, in the month of October, 1858.

I beg leave to assure you that Her Majesty's Government would sincerely regret if any remarks or suggestions contained in the note relating to this case which I had the honour to address to you on the 12th of December last should have given just cause of offence to the Cabinet of Washington, because nothing was further from the intention of Her Majesty's Government.

Having made this disclaimer, I would only observe that the Reports which have reached Her Majesty's Government subsequently to the capture and destruction of the "*Rufus Soulé*" strongly confirm the information which reached them in the first instance with regard to this vessel, and which was to the effect that previously to the voyage on which she was engaged when captured, the "*Rufus Soulé*" had been sold to a Spanish slave-trader and was not entitled to American protection; and this information, as it would appear from General Cass's despatch to you, is confirmed by the report of the United States' Consul-General at the Havanna. It would answer no practical purpose therefore to continue a controversial correspondence with regard to this case; and the more so because Her Majesty's Government are ready to do full justice to the sincere desire of the United States' Government to employ efficiently all the means at its disposal to put a stop to that prostitution of the United States' Flag by Slave Traders which has of late been so notorious and extensive, and which is calculated to transfer unjustly to citizens of the United States the discredit which more properly attaches to persons belonging to other States.

Her Majesty's Government feel the justice of the remark which was lately made by the President to the effect that it is hard that Great Britain and the United States should be put to great expense, and incur considerable hazards, solely on account of the continued violation of Treaty engagements by the Government of Spain.

Her Majesty's Government will be ready at any time to consider this matter, either at Washington or in London, with General Cass or Mr. Dallas.

I am, &c.
(Signed) J. RUSSELL.

No. 190.

Lord Lyons to Lord J. Russell.—(Received July 29.)

My Lord, *Washington, July* 16, 1860.

WITH reference to my despatches of the 21st and 26th of May last, I have the honour to inform your Lordship that I had this morning some conversation with Mr. Trescot, the Acting Secretary of State, on the subject of the proposal made by Her Majesty's Government to establish a joint system of cruizing off the coast of Cuba.

From what Mr. Trescot said, I have reason to fear that upon examining the question the Cabinet have discovered difficulties which, in their opinion, render it unadvisable for them to agree to the proposal.

Mr. Trescot said that he thought that the defect of the American law, which was urged as one of the reasons for British and American cruizers sailing in company, would not be found to have such serious consequences as had been apprehended. It was true, he observed, that it had been decided in the case of the "*Delicias,*" that there was no Act of Congress applying to the case of a foreign vessel taken without papers or colours; nevertheless, such a vessel might, he thought, be confiscated under the common law or under the Law of Nations, and the District Attorney was, he believed, about to test this by further proceedings against the "*Delicias.*"

I have, &c.
(Signed) LYONS.

No. 191.

Mr. Irvine to Lord J. Russell.—(Received August 22.)

My Lord, *Washington, August* 6, 1860.

IN obedience to the instructions contained in your Lordship's despatch to Lord Lyons, dated the 11th July, I have communicated that despatch to the Acting Secretary of State, and left with him a copy of it with its inclosures.

Mr. Trescot said that he did not then feel prepared to make any remarks upon your Lordship's despatch, but that he would read its inclosures carefully, and when the subject had been fully considered he would make me a reply.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

No. 192.

Mr. Irvine to Lord J. Russell.—(Received August 27.)

My Lord, *Washington, August* 13, 1860.

MR. TRESCOT has addressed to me a note, a copy of which I have the honour to inclose herewith, in reply to the communication I had made to him of your Lordship's despatch of the 11th ultimo.

Mr. Trescot in this note gives the grounds upon which the President declines to accede to the proposals made by Her Majesty's Government with a view to the final extinction of Slave Trade. He says that the United States have no Treaty with Spain to enable their cruizers to capture slavers within Spanish waters, and that even if Spain would agree to such a Treaty, the President would not consider it compatible with the policy of non-interference, so long maintained by the United States, to propose it.

The President could not, for the same reason make any proposal to Spain to pass laws of registration and inspection as a check upon the Slave Trade, and he is not of opinion that any such laws would prove efficacious.

Mr. Trescot concludes by stating that the President is opposed to the introduction of Chinese coolies, as labourers, into the United States.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

Inclosure in No. 192.

Mr. Trescot to Mr. Irvine.

Sir, *Department of State, Washington, August* 10, 1860.

I HAVE the honour to inform you that the despatch from Lord John Russell, dated the 11th July, 1860, which you read to me, and a copy of which you left at this Department, has been submitted to the President, with its accompaniments of printed documents relative to the coolie trade.

He has given the most careful consideration to the three propositions which you have been instructed to make. It is necessary to express in reply the perfect agreement between this Government and that of Her Britannic Majesty in their estimate of the character of the African Slave Trade. The action of the Government of the United States upon this subject has been so long continued, so consistent and is so familiar to the civilized world, that I can properly refer to it as the clearest and strongest manifestation of its opinion. And I am instructed to say that the President learns with great pleasure from Lord John Russell's communication, that Her Britannic Majesty's Government can at length see with satisfaction the happy results of its efforts and sacrifices in the cause of humanity, and that the steady diminution of this illegal Traffic is accompanied by a corresponding development of honourable and lucrative commerce on the coasts of Africa, which promises in the course of years to extinguish the Slave Trade in the most effectual manner. He regrets, however, that this agreeable prospect has been overclouded by the fact also communicated, that this Trade has again increased within the two last years, and that preparations are being made in the Island of Cuba for prosecuting the trade on a most extensive scale, by means of an association. This intelligence is believed to be well founded. The President has long entertained the opinion that the African Slave Trade will never be suppressed, whilst efforts for that purpose are confined to the pursuit and capture of slavers between the coast of Africa and the Island of Cuba. To effect anything positive or permanent, the barracoons on the African coast must be broken up, and the slavers prevented from landing their cargoes in Cuba, or if landed the slaves must be followed into the interior, and set free from the purchasers. If, however, Her Britannic Majesty's Government shall think proper in its discretion to enforce the provisions of the Treaty with Spain referred to by Lord John Russell, by which the Spanish Crown undertook to abolish the Slave Trade, and accepted a sum of 400,000*l.* to enable it the more easily to do so, then, and not until then, in the President's opinion, will the African Slave Trade with the Island of Cuba be abolished. But with this the Government of the United States has no right to interfere.

While, however, holding these general views, the President cannot give his assent to the propositions which have been submitted to him, for the following reasons, which I proceed to State in the order in which the propositions have been made:—

1st. A systematic plan of cruizing on the coast of Cuba by the vessels of Great Britain, Spain, and the United States. To accede to this proposition would involve the necessity of a Treaty with Spain to enable the cruizers of the United States to enter the waters of Cuba within a marine league from shore. The Spanish Government, so far from having given any intimation that a violation of its sovereignty to this extent would be acceptable, has only recently made the strongest complaints to this Government against the cruizers of the United States, upon the alleged ground that they had captured slavers within Cuban waters. While, therefore, Great Britain has already acquired this right by Treaty, the United States does not possess it, and their cruizers would consequently be arrested in the pursuit of slavers as soon as they entered Spanish jurisdiction, whilst the cruizers of Great Britain and Spain could not only continue the pursuit until the slavers had landed, but could follow the slaves into the interior of the island. It is but proper, however, to say that while the President does not suppose that the Government of Spain would enter into an arrangement with the United States similar to its Treaty with Great Britain, he could not consent to any such arrangement, for it would violate the well-established policy of this country, not to interfere in the domestic concerns of foreign nations, not to enter into alliances with foreign Governments. This Government has maintained, and will continue to maintain, a naval force in the neighbourhood of Cuba for the execution of its own laws. It will to the utmost extent of its power put down this abominable Traffic, and capture all American vessels, and punish all American citizens engaged in it. The success which has already attended our efforts near the coasts of Cuba prove that we have done our duty in this respect, and this at an enormous expense for the support of the captured Africans, for their transportation back to Africa, and for their liberal maintenance there during the period of a year after their return.

2nd. Laws of registration and inspection in the Island of Cuba, by which the employment of slaves imported contrary to law might be detected by Spanish authorities.

After what has just been said, it is necessary to state that the Government of the United States could not ask Spain to pass such laws of registration. But if this were otherwise, it is quite certain that such laws would have no practical effect. For if Her Majesty's Government are well aware that the price of sugar and the demand for labour afford the slave-trader profits which enable him to corrupt the authorities, whose duty it is to thwart and defeat his criminal enterprises, and if Joint Stock Companies are established at the Havana for the purpose of prosecuting the African Slave Trade, under the eye of the highest officials of the island, and with perfect impunity, it would be vain to expect that registrars throughout the country would counteract the policy of their superiors by faithfully performing their duty.

3rd. A plan of emigration from China, regulated by the agents of European nations, in conjunction with the Chinese authorities.

It is not probable that Lord John Russell expected this Government to unite in forming such a plan of emigration from China. For if he had entertained this idea, he would scarcely have omitted the agents of the United States from any participation in its regulation. Nor can the President share in the anticipation of Her Britannic Majesty's Government that the coolie trade can be put on any such footing as will relieve it of those features of fraud and violence, which render the details of its prosecution scarcely less horrible than those of the middle passage. And he is of opinion that it would exert a most deleterious influence upon every portion of this country to import into it Chinese coolies as labourers. In the States where the institution of domestic slavery exists, these heathen coolies would demoralise the peaceful, contented, and orderly slaves, very many of whom are sincere Christians. And in the Free States they would be brought into competition with our respectable and industrious labourers, whether of native or foreign birth, who constitute so large a portion of our best citizens.

I avail, &c.
(Signed) WM. HENRY TRESCOT.

No. 193.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, September* 8, 1860.

I INCLOSE, for your Lordship's information, the accompanying copy of a letter from Commodore Edmonstone,* which has been communicated to this Department by the Admiralty, reporting the good understanding which exists between that officer and Commodore Inman, the officer in command of the United States' squadron on the West Coast of Africa.

I am, &c.
(Signed) J. RUSSELL.

No. 194.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, September* 10, 1860.

I HAVE received Mr. Irvine's despatch of the 13th ultimo, inclosing the reply of the United States' Government to the proposals which you were instructed to make to that Government with the view to the final extinction of the Slave Trade.

Her Majesty's Government regret to find that those proposals have not met with the assent of the President, but they are not without hope that the Government of the United States, if unable from reasons of State policy to join with Her Majesty's Government in proposing measures to Spain for suppression of the Cuban Slave Trade, will still take effective steps to prevent that traffic from being carried on in United States' vessels, and under the United States' flag.

The United States' newspapers have recently published two lists of which I inclose copies, one of which contains the names of eighty-five vessels that have fitted out and sailed from American ports within the last eighteen months to be employed in the African Slave Trade, and the other contains the names of twenty-six vessels that have landed their cargoes in Cuba, conveying probably not less than from 12,000 to 15,000 Africans to that island.

Her Majesty's Government have every reason to believe that so far from the above lists being exaggerated, the number of vessels actually engaged in the Slave Trade under the American flag considerably exceeds that given in the lists in question, and a large proportion of the vessels named have been actually met with by British cruizers on the African coast under circumstances that left no doubt as to the illegal Traffic in which they were about to be engaged.

Her Majesty's Government do not press the proposition that cruizers of Great Britain and the United States should cruize in couples, or indeed any special mode of cruizing, but it appears to them that two such Powers as Great Britain and the United States ought to be able to prevent the landing of two-thirds or three-fourths of the slaves that are imported into Cuba, and thus cause the slave-dealers to abandon the traffic. The want of a Slave Trade Suppression Treaty between the United States and Spain no doubt weakens the action of United States' cruizers, while on the other hand, though Great Britain has a Slave Trade Suppression Treaty with Spain, yet the free use of the American flag by the slavers equally paralyses the action of British cruizers; and on this point Her Majesty's Government wish to submit to the enlightened judgment of the President and General Cass, that if the national regard of the United States for the honour of their flag is so great as to prevent an effectual destruction of the Slave Trade by British cruizers, it is incumbent on the United States to take measures of their own which, if vigorously pursued, may extirpate a Traffic condemned many years ago by the legislation of the Republic, and repugnant to every feeling of humanity.

Before concluding this despatch, I would wish, with reference to that part of

---

* Class A, No. 53.

Mr. Trescot's note in which he states that the introduction of heathen coolies from China into the United States would demoralize the peaceful, contented, and orderly slaves in the Southern States, and in the Free States would bring those coolies into competition with respectable and industrious labourers, to observe that Her Majesty's Government never contemplated the introduction of Chinese into the United States, nor supposed that African slaves were habitually or frequently imported into the United States.

What Her Majesty's Government proposed was, that Chinese labourers should be introduced into Cuba as a substitute for African negroes, but Her Majesty's Government would remark that Chinese labourers have been introduced in considerable numbers into the British West Indies and into the Island of Mauritius, without producing any of the evils and inconveniences which Mr. Trescot anticipates as likely to arise from them if they were introduced into the United States.

You are instructed to read this despatch to General Cass, and to leave a copy of it with him.

I am, &c.
(Signed) J. RUSSELL.

No. 195.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, September* 22, 1860.

YOUR Lordship has been informed that Her Majesty's Government contemplated sending some vessels of light draught of water off the coast of Cuba, with a view to the suppression of the Slave Trade, and that they had hoped that the American Government would be disposed to allow the commanders of United States' ships of war on the same coast to act in concert with Her Majesty's vessels. It appears, however, that the Cabinet of Washington object to any such system of joint cruizing.

In the meantime it is quite evident from the information which has reached Her Majesty's Government, and General Cass is also well aware of the fact, that the employment of American vessels in the Slave Trade is daily increasing; and without questioning the grounds on which the United States' Government have deemed it right to decline their proposal, Her Majesty's Government think that the intention of the Cabinet of Washington to do their utmost to check such practices might be more effectually carried into effect, if the number of cruizers under the flag of the United States off the coast of Cuba were increased.

Her Majesty's Government understand that the number at present employed is only four, and it appears to Her Majesty's Government, that if the United States' Government could make it consistent with the other demands on their naval service to double that number, much advantage would result from such an arrangement.

Her Majesty's Government are indeed aware, although they are satisfied that such a consideration would not be allowed to weigh against the important object of suppressing the Slave Trade, that some inconvenience and expense would be thrown upon the United States, if the efforts of the American cruizers for the suppression of the Slave Trade were to place at the disposal of that Government a large number of rescued Africans. The American Government might have no immediate means of disposing of those persons, and the expense of transporting them to the African coast might be considerable. Such difficulties are not felt by Her Majesty's Government, as the British colonies in the West Indies offer a free asylum and remunerative employment to negroes emancipated from slavery by Her Majesty's cruizers, if they think proper to avail themselves of it; and Her Majesty's Government can only say, that if those difficulties would be obviated by throwing open the British colonies for the reception of negroes emancipated by American cruizers, in the same manner in which those colonies are now available for the reception of negroes emancipatedby British cruizers, Her Majesty's Government would very readily acquiesce in any arrangement to that effect.

I am, &c.
(Signed) J. RUSSELL.

No. 196.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, September* 22, 1860.

THE attention of Her Majesty's Government has been called to a statement which has appeared in several of the American newspapers, to the effect that the United States' cruizer "Crusader" had captured a slave brig on the afternoon of the 23rd of July last, at anchor off Anguilla, one of the British Bahama Islands. No official communication has yet been received from the Government of the Bahamas respecting this capture, but it will nevertheless be right that you should acquaint General Cass that the attention of Her Majesty's Government has been called to the circumstance.

You will state that in point of international law the United States' cruizer had no right to capture a vessel within British jurisdiction off the Island of Anguilla, but that Her Majesty's Government make no complaint of what was done, because it was an act tending to the suppression of the Slave Trade, an object which Her Majesty's Government have greatly at heart; and Her Majesty's Government mention the matter, as they now do, only in order to prevent such an act from being deemed to be precedent, setting aside or detaching from the fulness of the territorial right of Great Britain.

I am, &c.
(Signed) J. RUSSELL.

No. 197.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, September* 29, 1860.

I TRANSMIT to you herewith an extract of a report from Commodore Edmonstone,* together with copies of the tables therein referred to, showing the amount of the Traffic in Slaves which has been carried on in American vessels between the 1st of October, 1859, and the 30th of June, 1860; and in compliance with the request contained in Commodore Edmonstone's Report, I have to instruct you to apply to the United States' Government for copies of the Registers of United States' vessels for the guidance of Her Majesty's cruizers on the African Coast.

I am, &c.
(Signed) J. RUSSELL.

No. 198.

Mr. Irvine to Lord J. Russell.—(Received October 22.)

(Extract.) *Washington, October* 9, 1860.

IN obedience to the instructions contained in your Lordship's despatch of the 10th ultimo, I have read that despatch to General Cass, and communicated to him a copy of it.

General Cass then said that he would communicate your Lordship's despatch to the President, and that he hoped soon to make me a reply.

No. 199.

Mr. Irvine to Lord J. Russell.—(Received October 29.)

My Lord, *Washington, October* 13, 1860.

IN compliance with the instructions contained in your Lordship's despatch to Lord Lyons of the 22nd ultimo,† I have informed General Cass that the attention of Her Majesty's Government has been called to a statement in the American newspapers that the American cruizer "Crusader" captured a slave brig at anchor off Anguilla, one of the British Islands in the West Indies.

General Cass, in reply, showed me a short despatch which had been received at the Navy Department from the captain of the "Crusader," dated of Anguilla, and stating that a brig had been captured, from which Spanish boats had carried away slaves; that he had sent the brig to New York; and he adds, in a postscript, that three African boys were found in her hold. General Cass said that he had no ground for supposing that the capture had been made in British waters, but that if I wished it he would immediately cause an inquiry to be made.

I replied that I was not instructed to make any complaint, because, even if the facts were as stated in the newspapers, the act of the captain of the "Crusader" had tended to the suppression of the Slave Trade; but that I was instructed to mention the matter, in order to prevent such an act from being deemed precedent detracting from the territorial rights of Great Britain.

---

* Class A, No. 54.

† No. 196.

General Cass repeated his former statement that he did not believe that the capture had been made within British jurisdiction; and said that if it had been he should be the first to condemn such conduct on the part of a ship-of-war of the United States.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

No. 200.

Mr. Irvine to Lord J. Russell.—(*Received November* 5.)

My Lord, *Washington, October* 23, 1860.

AT an interview which I had on the 12th instant with General Cass, I spoke to him on the subject of your Lordship's despatch of the 22nd ultimo,* and expressed to him, as nearly as possible in the terms of your Lordship's despatch, the opinion of Her Majesty's Government that, in order to check the employment of American vessels in the Slave Trade, the United States' Government would do well to increase the number of their cruizers off the Coast of Cuba.

I also intimated to the General that, although Her Majesty's Government were satisfied that such a consideration would not be allowed to weigh against the important object of suppressing the Slave Trade, they were aware that the Government of the United States would be exposed to some inconvenience and expense if a large number of rescued Africans were thrown upon their hands by the efforts of American cruizers; and that, therefore, Her Majesty's Government would readily acquiesce in an arrangement by which the negroes emancipated by American cruizers might share in the free asylum and remunerative employment offered to negroes emancipated by Her Majesty's cruizers in the British Colonies in the West Indies.

With respect to the number of American cruizers employed off the Coast of Cuba, General Cass remarked that until lately as many as eight small steamers had been employed off the Coast of Cuba, but that the United States' Government had found it expedient to remove half of these vessels for temporary service in the Gulf of Mexico; but that as soon as they should be found no longer necessary in their present station, he had no doubt they would be sent back to the Coast of Cuba.

With respect to the proposal of throwing open Her Majesty's Colonies in the West Indies for the reception of negroes emancipated by American cruizers, General Cass said that he would mention the subject to the President, and inform me of his reply, but that he felt sure that the United States' Government could not take advantage of the offer.

At an interview which I had with General Cass this morning the General informed me that the President had stated that he could not contemplate any such arrangement as that which I had suggested in my previous conversation.

I asked if no reason could be given me for this decision, and was informed that it was not considered necessary to enter into any explanation on the subject.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

No. 201

Mr. Irvine to Lord J. Russell.—(*Received November* 12.)

My Lord, *Washington, October* 27, 1860.

I HAVE the honour to inclose herewith to your Lordship copy of a note which I addressed on the 16th instant to General Cass, and in which, in accordance with the instructions contained in your Lordship's despatch to Lord Lyons of the 29th ultimo, I applied to the United States' Government for copies of the registers of United States' vessels for the guidance of Her Majesty's cruizers on the African coast.

I have likewise the honour to inclose a copy of the reply of General Cass, in which he informs me that the United States' Government is of opinion that to give copies of the registers of United States' vessels would not afford the advantages suggested, and would not be practicable under the present constitution of the Department which now superintends the execution of the navigation and maritime laws of the United States.

---

* No. 195.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

Inclosure 1 in No. 201.

Mr. Irvine to General Cass.

Sir, *Washington, October* 16, 1860.

FROM reports received from the officer in command of Her Majesty's ships on the coast of Africa for the suppression of the Slave Trade, Her Majesty's Government have been informed that a large number of suspicious vessels on that coast carry American colours, although they have no claim to American nationality.

It would, therefore, much facilitate the operations of British cruizers employed in that service if they had some sure criterion by which to ascertain whether such vessels belong to the country whose colours they carry, and it has been suggested that this would be supplied if British cruizers on the African coast were furnished with copies of the registers of American vessels.

I have, therefore, received instructions from Her Majesty's Principal Secretary of State to apply to the United States' Government for copies of the registers of American vessels for the guidance of Her Majesty's cruizers on the coast of Africa.

I have, &c.
(Signed) W. DOUGLAS IRVINE.

Inclosure 2 in No. 201.

General Cass to Mr. Irvine.

Sir, *Department of State, Washington, October* 25, 1860.

I HAVE the honour to acknowledge the receipt of your note of the 16th instant in which you "apply to the United States' Government for copies of the registers of American vessels for the guidance of Her Majesty's cruizers on the coast of Africa."

I have submitted your application to the consideration of the President, and am instructed to say, in reply, that with every desire to facilitate the object proposed by the two Governments in their joint engagement to keep cruizers on the coast of Africa for the suppression of the African Slave Trade, this Government is of opinion that such a proceeding would not afford the advantages suggested, would lead in all probability to controversies as to the character of suspected vessels, which had better be avoided, and would not be practicable under the present constitution and administration of the Treasury Department, the Department which at present superintends the execution of the Navigation and Maritime Laws of the United States.

I avail, &c.
(Signed) LEW. CASS.

No. 202.

Lord J. Russell to Lord Lyons.

(Extract.) *Foreign Office, November* 17, 1860.

I INCLOSE a copy of a letter from the Commander of Her Majesty's ship "Triton" to the Secretary of the Admiralty,* reporting the circumstances under which he boarded the American vessel "*Buck Eye*," for the purpose of ascertaining her nationality. I have to add that, according to advices of a later date received by Her Majesty's Government from the Acting British Consul at Lagos, an extract of whose report is inclosed,† it appears that shortly after the "*Buck Eye*" was boarded by Commander Burton, she shipped a cargo of slaves, with which she succeeded in getting clear off the coast.

Your Lordship will communicate the substance of Commander Burton's report, together with the fact of the "*Buck Eye*" having shipped a cargo of slaves, to the United States' Government.

---

* Class A, No. 56. † No. 24.

No. 203.

Lord Lyons to Lord J. Russell.—(Received December 18.)

My Lord, *Washington, December* 3, 1860.

I HAVE the honour to inclose a copy of a note in which, in obedience to the instructions contained in your Lordship's despatch of the 17th ultimo, I have communicated to the United States' Government the substance of Lieutenant Burton's report to the Admiralty of the 10th September last, relative to the American barque "*Buck Eye*," together with the fact that a cargo of slaves was shipped by that barque off Whydah.

I have, &c.
(Signed) LYONS.

Inclosure in No. 203.

Lord Lyons to General Cass.

Sir, *Washington, November* 30, 1860.

I HAVE received instructions to communicate to the Government of the United States the substance of a report addressed to the Secretary of the Admiralty by Lieutenant Burton, commanding Her Majesty's ship "Triton."

It appears that Lieutenant Burton, on the 16th September last, went on board a barque off Whydah on the coast of Guinea, in order to ascertain her nationality. The barque was anchored about a quarter of a mile from the shore opposite large barraccoons, full of negroes, from which Lieutenant Burton says 500 or 600 slaves might be easily shipped in three or four hours. She proved to be the "*Buck Eye*," and it appeared from her register that she belonged to New York, and that she cleared out of that port in May last. The year and month (May 1860) were inserted in the register, but the day of the month was omitted. The name of the master was shown to be Booth. He is stated to have previously commanded the "*E. A. Chase*," and was, Lieutenant Burton observes, reported to have run a cargo of slaves from the South Coast Division in 1858. On being asked by Lieutenant Burton whether he had any complaint to make respecting the visit, he explained that he had not.

Lieutenant Burton remarks that the flag on board the "*Buck Eye*" displayed fifteen stars, and five red and four white stripes, and adds that he is not sufficiently well informed as to the exact marks of distinction required in foreign flags to be able to say whether the flag in question was a legal American flag.

I am further instructed to acquaint the Government of the United States that Her Majesty's Government have received information that this same vessel, the "*Buck Eye*' subsequently left Whydah with a cargo of slaves on board.

I have, &c.
(Signed) LYONS.

No. 204.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, December* 15, 1860.

MR. DALLAS has read to me a despatch from General Cass, dated the 27th of October last, of which I inclose to your Lordship a copy, taking exception to the communications which Her Majesty's Government have felt it their duty lately to address to the Cabinet of Washington on the subject of the abuse of the American flag for Slave Trade purposes.

I confess that I heard this despatch with some surprise.

Mr. Dallas is requested to remind me "that while the United States are anxious for the suppression of the Slave Trade, and are taking efficient measures to prevent their citizens from engaging in it, they have great national rights, essential attributes of their independence, in the exercise of which they will not suffer any other Power to participate, and among these is the jurisdiction over their own vessels upon the ocean."

Now, as Great Britain has never pretended to deny this right, or to set up a jurisdiction over the vessels of the United States, which the Government of the United States were not willing to concede, this assertion seems to Her Majesty's Government unnecessary.

But when General Cass seems desirous, as he appears to be in the latter part of this despatch, to impose silence on the British Government upon a subject in which the cause of humanity is closely interested, he proposes a state of relations which Great Britain cannot sanction by her consent.

In 1806 Great Britain abolished her own Slave Trade.

In 1814, and at subsequent periods, she has urged the consideration of this subject upon the Powers of Europe collectively and separately. They have all admitted, both in word and deed, that it is a fair subject for international representation and international treaty.

Her Majesty's cruizers on the coast of Africa observe vessels sailing under the American flag fitted up for the conveyance of slaves from Africa to Cuba; our Consuls in the United States report on the sailing of vessels intended for Slave Trade for Africa and the Havana; and Her Majesty's Consul-General at Havana reports the arrival at the island of Cuba of numerous vessels under the American flag laden with slaves.

In these circumstances Her Majesty's Government cannot consent to the condition of perpetual silence which General Cass wishes to impose upon them. They hold it to be a duty to speak the truth to the United States, even though it prove unpalatable. Whenever, therefore, they think it necessary to make representations they will do so, but they will do so in that tone of respect for a great, free, and friendly nation which they sincerely feel.

You will read this despatch to General Cass, and give him a copy of it.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 204.

General Cass to Mr. Dallas.

Sir, *Department of State, Washington, October* 27, 1860.

MR. IRVINE, the Chargé d'Affaires of Her Britannic Majesty, has read to me, agreeably to the instructions of Lord John Russell, a despatch from his Lordship to Lord Lyons, dated September 10, 1860, and has left a copy of it at this Department.

This despatch relates to the African Slave Trade, and presents to this Government some general considerations connected with it, which more than once have been brought to its attention. I do not propose to renew a discussion which it is not probable would change the views of either of the parties. But there are some statements and remarks which I am unwilling to pass by without observation, and to which I shall briefly refer.

I request you would remind Lord John Russell of what indeed has been heretofore made known to the British Government, that while the United States are anxious for the suppression of the Slave Trade, and are taking efficient measures to prevent their citizens from engaging in it, they have great national rights, essential attributes of their independence, in the exercise of which they will not suffer any other Power to participate, and among these is the jurisdiction over their own vessels upon the ocean. A divided sovereignty, territorial or maritime, in its use or abuse, may be fraught with consequences which their history teaches them to avoid.

In the despatch of Lord John Russell I perceive he refers to the American flag as if it were contended that that national ensign afforded protection to the vessel bearing it. I beg you to assure his Lordship that this country advances no such pretension. The immunity of a vessel upon the ocean depends upon her national character, to be ascertained, if contested, by her papers, and, if need be, by other circumstances, but not by the flag under which she sails. If a foreign cruizer boards a vessel with American colours, and she proves not to belong to this country, we have no right to complain of her examination or capture. But if her papers justify the assumption of the flag, and she is actually an American vessel, then a trespass has been committed by such cruizer, for which the Government to which it belongs is responsible: and the act itself will be more or less condemnable as the circumstances leading to it are of a character to justify suspicion or to repel it, and as the conduct of the boarding party is more or less offensive or injurious.

There may have latterly been some increase of the Slave Trade, as Lord John Russell supposes; I fear, indeed, there has been: but I have strong reasons for believing that the number of American vessels, not vessels sailing under the American flag, engaged in the Traffic, has been greatly overrated. The evidence to which Lord John Russell refers in support of the lists which are furnished of the names of vessels employed in this business is of a very unsatisfactory character—anonymous statements made by letter-writers in the newspapers, which scarcely justify the assumption of the facts, stated as the basis of a diplomatic representation. It is added, however, I presume in corroboration of these statements, that a large portion of the vessels named have been actually met with by British cruizers on the American coast, under circumstances that left no doubt as to the illegal Traffic in which they were about to be engaged. I am strongly inclined to think that the conclusion respecting the illegal character of the voyages of these vessels, or of many of them at least, must have been arrived at very willingly by the persons from whom the information was derived, and without much evidence in its support. British cruizers may have met on our coast, and outward bound, which they must have been if they were about to be engaged in this Traffic, a large proportion of the 111 vessels enumerated by name; but in what manner the trade for which they were destined could be ascertained, at least without boarding them, I am at a loss to conjecture. And it is not to be supposed that they could have been entered by a foreign armed force off our coast, and the Government remain in ignorance of such violence.

Upon the receipt of Lord John Russell's note, I had some conversation with Mr. Helm, accidentally in Washington, our intelligent Consul-General at Havana, who, from his local and official position, has very favourable opportunities for procuring correct information upon this whole subject, and he assured me that no such number of American vessels were engaged in this Traffic, and that they were over-rated by more than one-half, and so with respect to the numbers said to have succeeded in landing their slaves. In my despatch to you of March 31, 1860, a copy of which I requested you to send to the Foreign Office, I communicated some important information upon this subject, which I owed to the same authority, and which showed the great exaggerations which accompany these statements, and by which public functionaries are misled. It is his conviction that almost none of the capital employed in this nefarious Traffic belongs to American merchants, but nearly the whole of it to foreigners; and I have no doubt but that, although much the larger portion of it is supplied by the Island of Cuba, still very few commercial countries are entirely free from its participation.

One of the most intelligent and experienced officers in our navy has observed to me in conversation upon this subject, that Consuls and other officers whose duty it is to report to Her Britannic Majesty's Government the condition of the Slave Trade, and the number of vessels engaged in it, naturally desire to furnish evidence of their vigilance, and they therefore do not investigate the facts with as much care as would otherwise be employed, and vessels are consequently reported as slave-traders upon mere rumours, and, in suspected latitudes, there are few that escape the suspicion; and thus it happens that lists are circulated which give very erroneous impressions respecting the extent of these hazarding adventurers.

Lord John Russell remarks in the despatch under consideration, "that if the national regard of the United States for the honour of their flag is so great as to prevent an effectual destruction of the Slave Trade by British cruizers, it is incumbent on the United States to take means of their own, which, if vigorously pursued, may extirpate a Traffic condemned many years ago by the legislation of the Republic, and repugnant to every feeling of humanity." I do not understand how this conclusion is legitimately reached. I do not perceive that because the United States are not disposed to suffer their vessels at sea to be entered and searched by the armed force of other Powers, but choose to maintain the immunity from foreign jurisdiction which is secured to them by the law of nations, this adhesion to their rights imposes upon them any additional obligation, either with regard to the Slave Trade or to any other object of pursuit, legal or illegal, or makes it the more incumbent on them to adopt more vigorous measures for any purpose whatever.

The Slave Trade is justly condemned by the united voice of Christendom; but the part which any State will take in its suppression depends exclusively upon itself. If a State enters into Conventional stipulations with another Power, by which it engages to employ its naval force for that purpose, it, of course, becomes its duty, during the existence of such engagement, to furnish and employ in good faith the means it has undertaken to provide.

The United States and Great Britain have contracted this mutual obligation, and this country is not only faithfully fulfilling its engagements, but is going much beyond them. A more efficient squadron is employed in the African seas than is required by Treaty; and as four of the vessels upon this service are steamers, while they are far better adapted to the purpose, they are maintained at a greatly increased expense. At the same time we have, in addition, a squadron of armed steamers in the Cuban waters, for which there are no Treaty stipulations, occupied in the same work of suppression. And the success attending the operations of both these squadrons is an honourable testimony to the zeal and energy of our navy, and to its desire to carry into effect the instructions of the Government, though engaged in a most unpleasant and exposed duty.

The right of Great Britain to make representations to the Government of the United States at any time it may be believed that the American squadron is not kept up, or employed agreeably to the requisitions of the Treaty, is fully conceded. But, with our Conventional duties, the right of interference ceases. What our moral duties demand of us is a subject for our own exclusive consideration. Very different opinions will often be formed by different nations of the policy they ought to adopt under given circumstances. But if each of them should assume the right to pass judgment upon the proceedings of the other, and to make its own views the subject of diplomatic representations, it is not difficult to foresee the unfortunate consequences which would result from such intervention.

I beg you would call the special attention of Lord John Russell to this matter, and to assure him, as the Foreign Office has been assured more than once before, that these diplomatic suggestions are as unnecessary as they are unacceptable, and to express the hope this Government entertains that similar appeals will not again be repeated. And, in connection with this topic, you will please also reiterate to his Lordship the assurance heretofore given that, while the United States are at all times ready to receive and consider any proper suggestions connected with this Traffic, not already sufficiently discussed, yet it is felt that the subject, with its extensive ramifications, is pressed too often upon the attention of the Government, as though it needed these repeated representations to stimulate its action, or to teach it its duty.

You are requested to call upon Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, and leave with him a copy of this letter.

I am, &c.
(Signed) LEW. CASS.

No. 205.

Lord Lyons to Lord J. Russell.—(Received December 24.)

My Lord, *Washington, December* 8, 1860.

I HAVE the honour to inclose a copy of General Cass' answer to the note in which I communicated to him, by your Lordship's orders, the substance of information received by Her Majesty's Government relative to the American barque "*Buck Eye.*"

I have, &c.
(Signed) LYONS.

Inclosure in No. 205.

General Cass to Lord Lyons.

My Lord, *Department of State, Washington, December* 4, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's note of the 30th ultimo, communicating the subtance of a report made to the Secretary of the Admiralty by Lieutenant Burton, commanding Her Britannic Majesty's ship "Triton," in regard to the case of the barque "*Buck Eye,*" which vessel is charged with having been engaged in the Slave Trade.

In reply, I have the honour to thank you for the information thus imparted to me, and to state that it has been brought to the knowledge of the Secretary of the Treasury, in order that such steps may be taken by him in relation to the matter as the circumstances shall, in his judgment, seem to require.

I have, &c.
(Signed) LEW. CASS.

No. 206.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, December* 31, 1860.

I INCLOSE, for your Lordship's information, the accompanying extract of a letter from the Commander of Her Majesty's ship "Prometheus" to the Governor of Sierra

Leone, reporting that during the months of September and October no less than six slave-vessels, prizes to the United States' squadron, had arrived at Monrovia, and landed there 4,200 slaves taken in the prizes, the vessels themselves being sent to New York for adjudication.

Your Lordship will take an opportunity of expressing to General Cass the satisfaction with which Her Majesty's Government have learnt the effective co-operation of United States' cruizers, as evinced by these captures, in the efforts of this country for the suppression of the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

UNITED STATES. (*Consular*)—*Boston.*

No. 207.

Lord J. Russell to Consul Lousada.

Sir, *Foreign Office, June* 16, 1860.

THE United States' Government having requested, through their Minister at this Court, that one or more of the officers or crew of Her Majesty's ship "Pluto," who were on board that vessel when she captured the slave barque "*Orion*," should be sent to Boston as witnesses to give evidence against the master and mates of that vessel on their approaching trial, I have to acquaint you that Mr. J. Hay, Assistant Paymaster, and Mr. Lamb, Gunner of the "Pluto," have been selected for this service, and have been directed to proceed forthwith to Boston, and to report themselves to you.

You will, therefore, on the arrival of these officers, place them in communication with the proper United States' authorities, and you will also defray their expenses while at Boston, and provide them with the funds necessary to return to this country when their services are no longer required in the United States.

I am, &c.
(Signed) J. RUSSELL.

No. 208.

Consul Lousada to Lord J. Russell.—(*Received August* 2.)

(Extract.) *Boston, July* 19, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of June 16th, directing me to receive Mr. J. Hay, Assistant-Paymaster, and Mr. Lamb, Gunner, and pay their expenses while at Boston, and to furnish them with a passage home when their services are no longer required in the United States.

Both these officers arrived here by the "Arabia," on the 12th instant, and reported themselves at this Consulate.

I provided them a suitable hotel, and put them forthwith in communication with Mr. Woodbury, the United States' Attorney in this case.

No. 209.

Consul Lousada to Lord J. Russell.—(*Received August* 13.)

My Lord, *Boston, July* 28, 1860.

I HAVE the honour to report that the Boston papers have just published a list of slavers who have landed their cargoes under cover of the American flag, on the Island of Cuba, within the past eighteen months, and I inclose duplicate copies for reference.

I have, &c.
(Signed) FRANCIS LOUSADA.

Inclosure in No. 209.

Returns of the Slave Trade under the American Flag.

THE following named slavers landed their cargoes on the Island of Cuba, within the past eighteen months:—

Bark "*Panchita,*" Captain Stanhope, from New York.
Bark "*Ysla de Cuba,*" Captain Larkin, from New York.
Bark "*Star of the East,*" Captain Hinckley, from New York.
Bark "*Laurens,*" Captain Curtis (whaler), from New London and New York.
Bark "*Ottawa,*" Captain Gordon, from Mobile.
Ship "*Memphis,*" Captain Moody, from New Bedford.
Ship "*Rebecca,*" Captain Carter, from New Orleans.
Brig "*C. H. Sampson,*" Captain Davis, from Havana and New York.
Brig "*W. M. Groton,*" Captain Tibbetts, from Havana.
Ship "*Comoro,*" Captain Maciel (whaler), from New Bedford.
Brig "*Frances Ellen,*" Captain Hedlund, from Charleston.
Brig "*Brownsville,*" Captain Marsh, from New Orleans.
Brig "*Cosmopolite,*" captain unknown, from Cardenas.
Brig "*Broome,*" captain unknown, from Havana.
Bark "*Belle,*" Captain Stewarts, from New York.
Brig "*Cygnet,*" Captain Gottel, from Philadelphia and Canary Islands.
Bark "*J. J. Cobb,*" captain unknown, from Havana.
Brig "*Charlotte,*" Captain Lockheart, from New York.
Brig "*Ellen,*" unknown, from New York.
Brig "*John P. Hooper,*" Captain Paine, from Havana.
Schooner "*Wyvern,*" Captain Fields, from Boston.
Brig "*Wm. Taylor Hall,*" Captain Oliver, from Baltimore.
Bark "*Asa Fish,*" Captain Dickie, from New York.
Bark "*Hungarian,*" Captain Dickie, from New York.
Bark "*Sultana,*" Captain Bowen, from New York.
Brig "*Tyrant,*" Captain Lind, from New York.

The following vessels were reported from St. Helena, as captured by British cruizers:—

Bark "*Orion,*" Captain Morgan (800 slaves), from New York.
Bark "*Laura*" (Mexican flag), from New Orleans.
Brig "*Lillie Mills,*" unknown, from Havana.
Schooner "*Stephen H. Townsend,*" unknown, from New Orleans.
Brig "*Tavernier,*" Captain Johnson (520 slaves), from Cardenas.
Brig "*J. Harris,*" Captain Steele (550 slaves), from New York.

And from other sources:—

Bark "*Pamphylia,*" unknown (700 slaves), from New York and Havana.
Brig "*W. H. Stewart,*" unknown, from New Orleans and Havana.
Ship "*Ellerslie,*" unknown, from Baltimore and Matansas.

Captured by United States' vessels of war:—

Brig "*Putman,*" Captain Townsend (318 slaves), from New Orleans.
Bark "*Wildfire,*" Captain Stanhope (507 slaves), from New York.
Bark "*William,*" Captain Simms (513 slaves), from Mobile and Havana.
Bark "*Wm. G. Lewis* (Bogota), Captain Faulkner (411 slaves), from New York.

But one cargo landed in the United States—the yacht "*Wanderer.*"

No. 210.

Consul Lousada to Lord J. Russell.—(Received October 22.)

(Extract.) *Boston, October* 8, 1860.

I HAVE the honour to report, in reference to the slaver "*Orion,*" that the witnesses, Mr. J. Hay, Assistant Paymaster, and Mr. Lamb, Gunner, sent over by Her Majesty's Government at the request of that of the United States, have been discharged from further attendance, the case having been brought to a conclusion, and the following sentences passed:—

Thomas Morgan, the master of the vessel (who pleaded guilty), was fined 2,000 dollars, and ordered to be imprisoned in Newburyport jail for the term of two years (this is the extent of the law for the offence charged). The Judge earnestly denounced the Slave Trade as the highest crime against God and man.

Byron J. Chamberlain, first mate, two years in Salem jail, and 1 dollar fine.

William Dunham, second mate, one year and nine months in Boston jail, and 1 dollar fine.

UNITED STATES. (*Consular*)—*Mobile.*

No. 211.

Acting Consul Labuzan to Lord J. Russell.—(*Received October* 29.)

My Lord, *Mobile, October* 8, 1860.

I HAVE the honour to report to your Lordship the seizure of the American brig "*Cygnet*" by the United States' officials, on the alleged ground of her being fitted out to engage in the African Slave Trade. This vessel is commanded by Captain Jefferson, and arrived at this port on the 23rd day of August last from New York. She is a very fast sailer, and her size is 199 tons. The brig was seized about the 24th of October, and is now advertised for sale at public auction.

I have, &c.
(Signed) CHARLES LABUZAN, Jun.

UNITED STATES. (*Consular*)—*New Orleans.*

No. 212.

Consul Mure to Lord J. Russell.—(*Received June* 12.)

(Extract.) *New Orleans, May* 18, 1860.

I HAVE the honour to inform your Lordship that intelligence has been received here from Key West of the capture of a slaver named the "*Wildfire,*" by the steam-ship "Mohawk," commanded by Lieutenant Craven of the United States' Navy.

It appears that the "Mohawk" left Key West about three weeks ago on a cruize for slavers off the Coast of Cuba, and after touching at Neuvitas, they discovered a sail in the offing. On approaching, the vessel was discovered to be an American barque, clipper-built, and in response to the signal from the United States' steam-ship, showed the American colours.

On being boarded, she was at once seized as a slaver, and a prize crew was placed on board. On 30th ultimo, she arrived at Key West, and arrangements were made for landing the negroes in a temporary baracoon erected near Fort Taylor for the purpose. Their number is variously estimated from 500 to 579, three-fourths of whom appear to be children. A guard of thirty-six United States' soldiers from the fort is encamped near the ground for the purpose of preventing any attempt at kidnapping.

It appears that the barque "*Wildfire*" left New York on the 16th of December last for St. Thomas. She remained there eight days, and then sailed direct for the Congo river, where she took in a cargo of 600 slaves. At the time of capture she had been out thirty-six days, and would have landed the cargo some days before had she not been becalmed for some days.

No. 213.

Consul Mure to Lord J. Russell.—(*Received July* 14.)

My Lord, *New Orleans, June* 23, 1860.

I HAVE the honour to inform your Lordship that I have received a despatch from Mr. Labuzan, Her Majesty's Acting Consul at Mobile, informing me of the capture, by the United States' steamer "Crusader," Commander Maffitt, of a French barque on the Coast of Cuba, having on board 429 Africans. The barque, when first seen, showed French colours, but, before her capture, the flags and papers were thrown overboard and sunk, and when boarded, the captain surrendered the vessel as a slaver.

The Africans have been surrendered to the United States' Marshal at Key West and properly cared for. I have not been informed of the name of the barque

I have, &c.,
(Signed) WM. MURE.

DESPATCH

FROM

MR. CRAWFORD,

HER MAJESTY'S JUDGE IN THE MIXED COMMISSION COURT

AT THE

HAVANA,

DATED FEBRUARY 5, 1861,

RELATING TO

CUBAN SLAVE TRADE.

Presented to both Houses of Parliament by Command of Her Majesty.
1861.

LONDON:
PRINTED BY HARRISON AND SONS.

831

Despatch from Mr. Crawford, Her Majesty's Judge in the Mixed Commission Court at the Havana, dated February 5, 1861, relating to the Cuban Slave Trade.

Commissary Judge Crawford to Lord J. Russell.—(Received March 11.)

My Lord, *Havana, February* 5, 1861.

IT is again my disagreeable duty to state to your Lordship that the Slave Trade continues to be carried on from this island upon the most extensive scale, and that so far from its having become odious in the opinion of the public, there are more persons, even of capital and influence, engaged in it than ever.

Her Majesty's Government have all along been made aware of the demoralising effects of this most abominable traffic, and that there were always to be found amongst the Spanish officials some who were so base as to sell their honour for a consideration. Many have been the victims of this venality, who have been dismissed from their commands, but in no one instance have we seen that the officers who have so disgraced themselves, and the Royal service to which they belong, have been otherwise punished or degraded; and thus it is, that having held an office or appointment long enough to enrich themselves by the bribes they have received, they are displaced, retain the money so acquired, and are suffered to retire on their fortunes.

This state of things, which began soon after the ratification of the Treaty with Spain for the abolition of the Slave Trade, has gone on and continues, and it is now most thoroughly systematised (by a tariff in some instances, the charge being paid to an agent), and the blood-money is divided according to a scale, the higher and lower officials receiving each their proportions.

To such a state of corruption and degradation has this infernal traffic reduced the people of this island and the Spanish officers, whose dereliction of duty has so dishonoured them, that several of the wealthy proprietors have lent their estates for hire, whereon new landed negroes have been afforded the protection accorded to the slave-trader by the Penal Law of 1845 (Article 9), and neither they, nor the Spanish officers who connived at the landing of the slaves so evading capture by being sheltered by the proprietors, are at all objects of detestation in the society of this slave-trading community, where the most notorious of those whose riches have been acquired in the African Slave Trade are loaded with the honours and decorations of Spain. Some of them have even been ennobled on the recommendation of certain Captains-General, who could not have been ignorant of their slave-trading successes, and such recommendations Her Catholic Majesty could not have imagined would by possibility have been given in favour of men whose characters were so intimately known to Her Majesty's Representatives, as that common report mixed up those high officers with the slaving adventures of the now titled traders, in so far as connivance at the introduction of them into this island for a valuable consideration.

At the date of the Treaty with Spain for suppression of the Slave Trade, the mortality of that unfortunate race was estimated variously at from 7½ to 10 per cent. per annum. That Treaty, and our efforts to check the Traffic, had the effect of raising the price, and consequently it produced better treatment of the slaves, and a diminution of the average mortality to about 5 per cent.

Upwards of twenty-five years have elapsed; and it will be evident to your Lordship that had there not been a continuous and enormous importation of Africans, slavery would, at this date, have been almost extinct in Cuba, instead of there being really more slaves now in this island than there were in 1835.

General Concha, notwithstanding the immense number of slaves which were imported during the long period of his second appointment here, assured his

Government that slave-trading was almost put an end to; whereas, in reality, the Traffic during that period of his Excellency's administration was carried on with much more vigour and success than it had been in the time of General Roncali. I regret to say that it is fully as extensively prosecuted now, under the government of General Serrano.

The vessels employed in carrying on the Slave Trade have mostly been American-built, ships well known for their sailing qualities being of course preferred, and these were sought after and purchased here and elsewhere, their fittings and Spanish crews were put on board here and at the outports, or neighbouring cays, whence they proceeded on their voyage to Africa; but since the year 1858, when there was such outcry about our cruizers in these waters boarding American ships, the Traffic has been almost exclusively carried on by vessels under that flag, which fit out and sail from the United States, and such has been the effect of the impunity enjoyed by the slave-traders, that the American masters and crews no longer hesitate to continue on board, and have brought all their energies and cunning into operation to avoid their own Government cruizers, as well on the coast of Africa as in the waters of Cuba, from the last mentioned of which, all Her Majesty's vessels of war have been withdrawn for the last two years.

The number of Spanish ships has consequently become small that are engaged in the Traffic.

Under the flags of other nations there are slavers now and then, such nationality being assumed for the purpose of evading Her Majesty's and the United States' cruizers.

Lately some adventurers have proceeded to the Slave coast under the flag of France, and the ship "*Don Juan*," that left this port 11th of August last, has just succeeded in landing her cargo of 607 slaves. The master, Gallet (a member of the Legion of Honour), and the crew, after destroying the ship, landed at Cardenas, were from thence sent on prisoners to this place, and, without any investigation, they were placed at the disposition of the French Consul-General; their story, that the ship had sprung a leak and that they had been obliged to abandon her at sea on her voyage to China was, it seems, believed by the authorities.

The difficulty the slavers have to contend with is, their capture on the Coast of Africa. There is, I believe, no instance of a slaver escaping with her cargo from thence, being unable to effect a landing here; some few, it is true, have been fallen in with and captured by Spanish ships of war, but with these exceptions they have always been able to bribe the local authorities; and although the head or blood-money which it costs them to land their slaves is an enormous tax, the price obtained for Bozals has been such, for some time past, as is highly remunerative.

Lucumis have averaged 1,200 dollars each at the place of landing, so there is a large margin for the adventurer wherewith to meet the expenses, which I thus estimate:—

	Dollars.
Cost of vessel and provisions	25,000
Cost of 500 negroes at 50 dollars	25,000
10 per cent. mortality	2,500
Wages and gratifications to master and crew	30,000
Blood-money for landing 450 slaves, at 120 dollars each	54,000
	136,500
1 year's interest till paid, at 10 per cent. per annum	13,650
	150,150
Sale of 450 slaves at 1,200 dollars each	540,000
Profit on the adventure	389,850

But the actual outlay in case a slaver is captured empty, but fully equipped, is only the cost of the ship, provisions, and interest thereon, say, 27,500 dollars, because the wages and gratifications are contingent, payable only if the adventure is successful; the loss by capture with the negroes on board would amount to 55,000 dollars, and no more. Consequently it will be evident to your Lordship that the safety of one adventure amply repays the slave-trader for the loss of ten of his vessels if taken without slaves on board, or for five which may be captured after shipment of the negroes at the coast: facts which sufficiently account for the increase and continuance of this detestable Traffic.

It is clear, at least we have had the experience of more than twenty-five years, that no efforts have been made by Spain to put an end to the Slave Trade; we need never expect the fulfilment of the Treaty of 1835 by a people who consider the obligations therein come under, as detrimental to the interests of this island, which has, since the suppression of the Traffic with Brazil, become almost the only market for the slaves brought from the East and West Coasts of Africa. I most decidedly beg leave to state this as my opinion to your Lordship, after the experience and observation of nearly nineteen years' service here. There is no intention on the part of the Spanish Government, or its officers, to carry out the provisions of the Treaty. There is no faith or belief to be attached to their promises or professions in that respect; on the contrary, their whole study is, how to evade their performance. The Penal Law of 1845 seems to have been compiled to protect the slave-traders; we have seen that it does so very effectually, and that there always have been the means devisable to screen from punishment every one implicated directly, or conniving at the importation of slaves, which is prohibited by the Treaty.

I have shown your Lordship the temptations there are for launching into the African Slave Trade; that the slaver can suffer ten captures of ships equipped, or five of ships with the negroes on board, for one successful adventure. I have shown how that one successful adventure enriches the corrupted Spanish officers and authorities, high and low, consequently demonstrating the interest they feel in its continuance; and that the Island of Cuba is now the only market for slaves in the Western World.

We have therefore now to abandon our efforts of persuasion with Spain to put an end to the Traffic, if our past experience is sufficient to prove to Her Majesty's Government the total want of any real intention on the part of that of Her Catholic Majesty to fulfil the engagements of the Treaty, and proceed to the immediate adoption of the most energetic measures to compel its observance, or submit to the machinations of these people, who have hitherto succeeded in rendering that Treaty a dead letter.

It has been argued, as an excuse for the representatives of the Spanish Government here in Cuba, that such is the necessity for labour, and the consequent odium of the inhabitants of any stringent measures which might be adopted for prevention of the Slave Trade, such as the seizure of newly-imported negroes and the punishment of the traders, that, were they to be put in force, they would give rise to disaffection, and might endanger the safety of the island.

I am quite satisfied that this is not only a groundless apprehension, but it is an invention connected with the dread of the carrying out of any measures for suppression of the Traffic, putting an end to the sources of enormous gains resulting from the bribery and corruption which at present exists.

The Government of Spain, if resolved to put an end to the Slave Trade, and fulfil their obligations to Great Britain under the Treaty for its suppression, has the means here at command; they can do it whenever they please, and it would not affect their dominion of the island, nor endanger its safety as a dependency of Her Catholic Majesty.

Nor is it a wise policy which is practised by Spain in conniving at the introduction of slaves, and the continued infractions of the Law and the Treaty for the suppression of that unholy Traffic. On the contrary, I think that the calculations which I am about to adduce will prove to your Lordship's satisfaction that it must be productive of the most ruinous consequences, and that the Cubans cannot compete, in the growth and manufacture of sugar, with the free labour of the British Islands.

The present cost price of the Bozal negro is 1,200 dollars. This is the basis of the following note of the annual cost of a slave so paid for, viz.:—

	Dollars.
Interest at 15 per cent.	180
Mortality, 25 per cent.	300
$1\frac{1}{2}$ year's instruction divided over 20 years, estimated duration of life, $7\frac{1}{2}$ per cent. of cost	90
Food, clothing, and medical attendance, at 10 dollars a month	120
Cost of a year's slave labour	690

Or 57 dollars 50 cents a-month, equal to 11*l.* 10*s.*, or 8*s.* 10*d.* for each of the 313 working days in a year!

I respectfully submit to your Lordship that no agricultural produce will be sufficient for such wages, and that ruin must follow to all who are engaged in such enterprises.

The advocates of slavery will say, perhaps, that the above calculation is extravagant. My answer is, that the price has of late been very currently paid for Bozal negroes; that money cannot be raised by the planters so cheap as 15 per cent. per annum; that the mortality frequently exceeds 25 per cent., and is seldom less; that the period for instruction is not over-rated, and is founded on information I have obtained from experienced planters; and that, at the most exorbitant prices of every necessary here, the slave cannot be clothed, fed, and attended to for less than my estimate.

Turn we then to an estimate of the cost of labour by the Chinese coolies, of which I do myself the honour of presenting to your Lordship the following estimate.

Cost of a contract for eight years, 340 dollars :—

	Dollars.
Interest at 15 per cent. on year	51
Wages 4 dollars, food, clothing, and medical attendance 10 dollars	168
Mortality, 5 per cent.	17
Instruction, 6 months on 8 years	21
Total annual cost of labour	257

or 21 dollars 41 cents, or 4*l.* 5*s.* 9*d.* per month, equal to about 3*s.* 3*d.* a-day, of the 313 working days there are in a year, which compares very unfavourably with the price of labour in Her Majesty's West India Colonies.

It is possible that, if Her Catholic Majesty's Government could be convinced of the gradual, but no less certain, ruin of the whole agricultural interests in Cuba to which such wrong policy must lead, they would issue orders to be carried into effect, at all hazards, for suppression of the Slave Trade.

But I must respectfully observe to your Lordship, that should a proposal which has been made to that Government, and which is now being urged by every means and influence at Madrid, be approved, the object of which is, the importation of negroes from Africa, under contracts for a period of years, as free labourers, the parties here, projectors of this speculation (for it is nothing else), are well aware that the negroes in Africa will not willingly contract themselves to come here and work; and I have good reason for stating to your Lordship that their plan is to contract with the Kings for all the prisoners they can deliver at certain places at so much for each, and the farce of a contract is to be enacted, when, in reality, the basis is slavery, and every negro has been paid for by the Company that is to engage in this new deception, which is only awaiting the sanction of the Spanish Government to be carried out on a very extended scale, by parties of great wealth and influence.

I shall conclude this despatch, which has become too long under the excitement of the subject, by inclosing to your Lordship a short statement of the slaves introduced successfully, and of those captured during the past year of 1860, intelligence of which has reached this office resulting as follows :—

		Captured.
Landed	18,671	3,642
Add one-third	6,224	
Total	24,895	3,642

and it appears by the Consular archives, that upwards of 50,800 Chinese have been brought here since the year 1847, nearly all of whom with exception of the usual mortality remain, and, in general, they are not desirous of returning to their own country.

I have, &c.
(Signed) JOS. T. CRAWFORD.

P.S.—The slaves are worked on Sundays as well as week days; so for them there are 365 days in the year, which reduces the cost of their labour to their masters to 7*s.* 6*d.* a-day.

Reducing the allowance for deaths to 10 per cent., which is very much under the mark for new negroes, the cost of labour on 365 days in the year comes to 5*s.* 6*d* a-day.

Putting the cost of the Bozal at 600 dollars, or half of what has of late been currently paid by the planters, and mortality at 10 per cent., the slave labour comes to 3*s*. 6*d*. a-day.

On the above calculations there is no allowance for sickness, &c., and the most intelligent planters rate this at 1 and 1½ days a-week.

Inclosure.

ABSTRACT of the Number of Slaves known to have been landed in Cuba during the Year 1860; Proportion captured, &c.

	Number of Slaves Landed.	Number Captured.	Taken to Nassau.
Reported from 1st January to 30th September ..	12,060	1,433	364
Landed from 30th September to 31st December ..	6,611	2,209	
	18,671	3,642	364
Add one-third	6,224		
Totals	24,895	3,642	364

(Signed) JOS. T. CRAWFORD, *Commissary Judge.*

Havana, December 31, 1860.

DESPATCH from Mr. Crawford, Her Majesty's Judge in the Mixed Commission Court at the Havana, dated February 5, 1861, relating to Cuban Slave Trade.

Presented to both Houses of Parliament by Command of Her Majesty. 1861.

LONDON:
PRINTED BY HARRISON AND SONS,

SLAVE TRADE.

RETURN to Two Orders of the Honourable The House of Commons, dated 8 and 11 March 1861;—*for*,

(ORDER, 8 March 1861.)

A RETURN "of the Names of HER MAJESTY'S SHIPS employed in the Suppression of the SLAVE TRADE, distinguishing the Stations, from the Year 1855 to the Year 1859 inclusive, and specifying the CLASS of each Vessel, the Number of her GUNS, the Amount of HORSE POWER (if Steamer), and the Number of her OFFICERS and MEN:"

"And, STATEMENT showing the Number of Deaths, and the Number Invalided, of OFFICERS, MEN, and BOYS belonging to the several Ships employed in the Suppression of the Slave Trade, distinguishing the Stations, in each of the Years from 1855 to 1859 inclusive."

(*Lord Alfred Churchill.*)

(ORDER, 11 March 1861.)

"THAT there be added to the RETURN relative to the SLAVE TRADE ordered upon the 8th day of this instant March, 'A STATEMENT showing the Approximate ANNUAL COST of each such SHIPS.'"

(*Mr. Hope.*)

Admiralty,
13 May 1861.

C. H. PENNELL,
Chief Clerk.

Ordered, by The House of Commons, *to be Printed*,
14 *May* 1861.

RETURN of the Names of HER MAJESTY'S SHIPS employed in the Suppression of the SLAVE TRADE, distinguishing the Stations, from the Year 1855 to the Year 1859, inclusive, and specifying the CLASS of each Vessel, the Number of her GUNS, the Amount of HORSE POWER (if Steamer), and the Number of her OFFICERS and MEN.

YEAR 1855.

WEST COAST OF AFRICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th	Scourge	6	420	175
Sloop	Hecate	6	240	135
"	Plumper	12	60	100
"	Childers	12	–	125
	Britomart	8	–	80
	Ferret	8	–	80
	Linnet	8	–	80
	Philomel	8	–	80
Brigantine	Dolphin	3	–	65
Steam vessel	Antelope	3	260	70
"	Minx	3	10	46
"	Teazer	2	40	46
	12	–	–	1,082

CAPE OF GOOD HOPE.

RATE.	NAME.	Guns.	Horse Power.	Complement.
5th	Penelope	16	650	300
Sloop	Hydra	6	220	135
"	Frolic	16	–	130
"	Nerbudda	12	–	130
"	Penguin	6	–	80
	5	–	–	775

SOUTH-EAST COAST OF AMERICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
4th	Indefatigable	50	–	520
Sloop	Express	6	–	80
"	Star	8	–	80
Gun vessel	Rifleman	8	100	80
"	Sharpshooter	8	202	80
Brigantine	Spy	3	–	65
	6	–	–	905

NORTH AMERICA AND WEST INDIES.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d	Boscawen	70	–	636
5th	Termagant	25	310	270
6th	Vestal	26	–	230
"	Eurydice	26	–	230
Sloop	Buzzard	6	300	160
"	Argus	6	300	160
"	Medea	6	350	135
"	Daring	12	–	130
"	Espiègle	12	–	130
"	Arab	12	–	130
"	Mariner	12	–	130
"	Wolverine	12	–	125
	12	–	–	2,466

YEAR 1856.

WEST COAST OF AFRICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th	Scourge	6	420	175
Sloop	Alecto	3	200	100
"	Firefly	5	220	80
"	Prometheus	5	200	100
"	Childers	12	–	125
"	Sappho	12	–	125
"	Linnet	8	–	80
"	Hecla	6	200	135
"	Merlin	4	312	100
Steam vessel	Myrmidon	3	150	55
"	Bloodhound	3	150	55
"	Minx	3	10	46
"	Teazer	2	40	46
	13	–	–	1,222

CAPE OF GOOD HOPE.

RATE.	NAME.	Guns.	Horse Power.	Complement.
5th	Castor	36	–	330
"	Penelope	16	650	300
Sloop	Frolic	16	–	130
	3	–	–	760

SOUTH-EAST COAST OF AMERICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
4th	Indefatigable	50	–	520
Sloop	Harrier	17	100	160
"	Siren	16	–	130
"	Star	8	–	80
"	Virago	6	300	165
Steam vessel	Rifleman	8	100	80
Brigantine	Spy	3	–	65
	7	–	–	1,200

NORTH AMERICA AND WEST INDIES.

RATE.	NAME.	Guns.	Horse Power.	Complement.
4th	Euryalus	51	400	530
5th	Amphion	36	300	342
6th	Termagant	25	310	270
"	Tartar	20	250	250
"	Archer	13	202	175
"	Eurydice	26	–	230
Sloop	Falcon	16	100	100
"	Basilisk	6	400	160
"	Hermes	6	220	120
"	Arachne	18	–	145
"	Daring	12	–	130
"	Espiègle	12	–	130
"	Arab	12	–	130
"	Mariner	12	–	130
	14	–	–	2,842

N.B.—*See* Note at end of Return for 1859, p. 4.

YEAR 1857.

WEST COAST OF AFRICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th	Vesuvius	6	280	165
Sloop	Hecate	6	240	135
”	Hecla	6	200	135
”	Trident	6	350	100
”	Alecto	3	200	100
”	Medusa	4	312	100
”	Merlin	4	312	100
”	Firefly	5	220	80
”	Childers	12	–	125
”	Sappho	12	–	125
Steam vessel	Antelope	3	260	65
”	Myrmidon	3	150	55
”	Bloodhound	3	150	55
”	Teazer	2	40	46
”	Brune	2	80	38
	15	–	–	1,424

CAPE OF GOOD HOPE.

RATE.	NAME.	Guns.	Horse Power.	Complement.
5th	Castor	36	–	330
Sloop	Geyser	6	280	160
”	Hermes	6	220	120
	3	–	–	610

SOUTH-EAST COAST OF AMERICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d	Cumberland	70	–	650
Sloop	Harrier	17	100	160
”	Wasp	13	100	165
”	Virago	6	300	165
”	Siren	16	–	130
Brigantine	Spy	3	–	65
	6	–	–	1,335

NORTH AMERICA AND WEST INDIES.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d	Indus	78	–	650
6th	Tartar	20	250	250
6th	Brilliant	20	–	240
Sloop	Falcon	17	100	160
”	Atalanta	16	–	130
”	Basilisk	6	400	165
”	Arachne	18	–	145
	7	–	–	1,740

YEAR 1858.

WEST COAST OF AFRICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th	Vesuvius	6	280	165
Sloop	Conflict	8	400	165
”	Hecla	6	200	135
”	Trident	6	350	100
”	Alecto	3	200	100
”	Medusa	4	312	100
”	Ardent	3	200	100
”	Surprise	4	200	91
”	Childers	12	–	125
”	Heron	12	–	130
Steam vessel	Triton	3	260	75
”	Pluto	4	100	65
”	Antelope	3	260	65
”	Spitfire	3	140	65
”	Sharpshooter	8	202	90
Gun vessel	Viper	1	80	65
Store ship	Buffalo	2	60	40
Steam vessel	Brune	2	80	38
	18	–	–	1,714

CAPE OF GOOD HOPE.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d	Boscawen	70	–	650
Sloop	Persian	12	–	130
Sloop	Lyra	9	220	100
”	Hermes	6	220	120
Gun vessel	Lynx	1	80	65
	5	–	–	1,065

SOUTH-EAST COAST OF AMERICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
Sloop	Harrier	17	100	160
”	Wasp	13	100	165
”	Siren	16	–	130
Brigantine	Spy	3	–	65
	4	–	–	520

NORTH AMERICA AND WEST INDIES.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d	Indus	78	–	650
5th	Leopard	18	560	300
6th	Tartar	20	250	250
Sloop	Devastation	6	400	160
”	Basilisk	6	400	165
”	Buzzard	6	300	165
”	Styx	6	280	165
”	Atalanta	16	–	130
”	Arachne	18	–	145
Gunboat	Jaseur	1	80	41
”	Jasper	1	80	41
”	Forward	2	60	37
”	Skipjack	2	60	37
	13	–	–	2,286

N. B.—See Note at end of Return for 1859, p. 4.

RETURN of the Names of Her Majesty's Ships employed in the Suppression of the Slave Trade, &c.—*continued.*

YEAR 1859.

WEST COAST OF AFRICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th - -	Vesuvius -	6	280	165
6th - -	Archer - -	13	202	170
Sloop - -	Trident - -	6	350	100
„ - -	Medusa -	4	312	100
„ - -	Surprise -	4	200	91
Gun vessel -	Viper - -	1	80	65
Steam vessel -	Triton - -	3	260	75
„ - -	Pluto - -	4	100	65
„ - -	Antelope -	3	260	65
„ - -	Spitfire -	3	140	65
„ - -	Sharpshooter -	8	202	90
Store ship -	Buffalo - -	2	60	40
Steam vessel -	Brune - -	2	80	38
	13	–	–	1,129

CAPE OF GOOD HOPE.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d - -	Boscawen -	70	–	650
6th - -	Brisk - -	16	250	190
Sloop - -	Falcon - -	17	100	165
„ - -	Hermes -	6	220	120
„ - -	Lyra - -	[illegible]	60	100
„ - -	Persian -	12	–	130
Gun vessel -	Lynx - -	1	80	65
	7	–	–	1,420

SOUTH EAST COAST OF AMERICA.

RATE.	NAME.	Guns.	Horse Power.	Complement.
6th - -	Leopard -	18	560	300
Sloop - -	Buzzard -	6	300	165
„ - -	Siren - -	16	–	130
Brigantine -	Spy - -	3	–	65
Steam vessel -	Oberon - -	3	260	75
	5	–	–	735

NORTH AMERICA AND WEST INDIES.

RATE.	NAME.	Guns.	Horse Power.	Complement.
3d - -	Indus - -	78	–	650
6th - -	Tartar - -	20	250	250
„ - -	Valorous -	16	400	220
Sloop - -	Devastation -	6	400	160
„ - -	Basilisk -	6	400	165
„ - -	Styx - -	6	280	165
„ - -	Racer - -	11	150	120
„ - -	Atalanta -	16	–	130
„ - -	Arachne -	18	–	145
Gun vessel -	Jasper - -	1	80	41
Gun boat -	Skipjack -	2	60	37
	11	–	–	2,083

Note.—This Return is made for the 1st July as an average of the force employed for the whole of each year, but, although the above number of vessels were furnished with Slave Trade Instructions, yet they were only employed in cruizing for the suppression of the Slave Trade, as the other duties of the stations on which they were respectively employed would permit.

Admiralty, 13 March 1861.

RETURN of the Number of OFFICERS, SEAMEN, BOYS, and MARINES who DIED, and the Number INVALIDED, from each of the undermentioned SHIPS employed in the Suppression of the SLAVE TRADE, from 1855 to 1859.

YEAR 1855.

STATION.	SHIP.	Complement.	Number of Deaths.					Number Invalided.				
			Officers.	Seamen.	Boys.	Marines.	TOTAL.	Officers.	Seamen.	Boys.	Marines.	TOTAL.
West Coast of Africa	Scourge	175	–	–	–	–	–	4	7	1	6	18
	Hecate	135	–	1	–	–	1	1	–	–	3	4
	Plumper	100	–	–	–	–	–	–	–	–	–	–
	Childers	125	–	–	–	–	–	1	2	–	–	3
	Britomart	80	–	1	–	–	1	–	–	–	–	–
	Ferret	80	–	1	–	–	1	1	–	–	–	1
	Linnet	80	–	1	–	–	1	1	–	–	–	1
	Philomel	80	–	–	–	–	–	–	1	–	1	2
	Dolphin	65	–	–	–	–	–	–	–	–	–	–
	Antelope	70	–	–	–	–	–	–	3	–	–	3
	Minx	46	–	–	–	–	–	–	–	–	–	–
	Teazer	46	1	3	1	–	5	1	2	1	–	4
	TOTAL	1,082	1	7	1	–	9	9	15	2	10	36
Cape of Good Hope	Penelope	300	–	1	1	–	2	–	6	1	1	8
	Hydra	135	–	–	–	1	1	1	1	–	–	2
	Frolic	130	–	1	–	1	2	–	2	–	–	2
	Nerbudda	130	–	–	–	–	–	–	–	–	–	–
	Penguin	80	–	–	–	–	–	–	–	–	–	–
	TOTAL	775	–	2	1	2	5	1	9	1	1	12
South East Coast of America	Indefatigable	520	1	2	–	–	3	1	26	1	4	32
	Express	80	–	–	–	–	–	–	6	1	2	9
	Star	80	–	–	–	–	–	–	3	–	1	4
	Rifleman	80	–	–	–	–	–	–	3	–	–	3
	Sharpshooter	80	–	–	–	–	–	–	2	3	–	5
	Spy	65	1	4	3	4	12	1	8	1	–	10
	TOTAL	905	2	6	3	4	15	2	48	6	7	63
North America and West Indies.	Boscawen	636	–	2	–	1	3	2	9	–	6	17
	Termagant	270	–	1	–	–	1	1	17	4	3	25
	Vestal	230	–	1	–	–	1	–	3	–	–	3
	Eurydice	230	–	1	–	–	1	–	3	–	1	4
	Buzzard	160	–	–	–	–	–	2	3	–	–	5
	Argus	160	–	–	–	–	–	–	–	–	–	–
	Medea	135	–	–	–	–	–	1	1	–	–	2
	Daring	130	–	–	–	–	–	–	1	–	–	1
	Espiègle	130	–	–	1	–	1	–	2	–	–	2
	Arab	130	–	–	–	–	–	–	–	–	–	–
	Mariner	130	–	–	–	–	–	1	4	1	2	8
	Wolverene	125	1	–	–	–	1	–	–	1	–	1
	TOTAL	2,466	1	5	1	1	8	7	43	6	12	68

YEAR 1856.

West Coast of Africa	Scourge	175	1	1	–	–	2	2	8	2	2	14
	Alecto	100	1	–	–	1	2	2	6	–	1	9
	Firefly	80	–	1	–	1	2	–	–	–	–	–
	Prometheus	100	–	–	–	–	–	–	–	–	–	–
	Childers	125	–	1	–	–	1	1	–	2	1	4
	Sappho	125	–	–	–	–	–	–	1	–	1	2
	Linnet	80	–	–	–	1	1	–	1	1	–	2
	Hecla	135	–	–	–	–	–	–	–	–	–	–
	Merlin	100	–	–	–	–	–	–	2	–	–	2
	Myrmidon	55	–	–	1	–	1	2	1	–	–	3
	Bloodhound	55	–	–	–	1	1	1	2	1	–	4
	Minx	46	–	–	–	–	–	–	–	–	–	–
	Teazer	46	–	–	–	–	–	1	2	–	–	3
	TOTAL	1,222	2	3	1	4	10	9	23	6	5	43

(continued)

NUMBER of Officers, Seamen, Boys and Marines who Died, and the Number Invalided, &c.—*continued.*

YEAR 1856—*continued.*

STATION.	SHIP.	Complement.	Number of Deaths.					Number Invalided.				
			Officers.	Seamen.	Boys.	Marines.	TOTAL.	Officers.	Seamen.	Boys.	Marines.	TOTAL.
Cape of Good Hope	Castor	330	5	5	2	–	12	–	11	4	2	17
	Penelope	300	–	1	1	–	2	–	5	–	–	5
	Frolic	130	–	–	–	1	1	–	3	–	1	4
	TOTAL	760	5	6	3	1	15	–	19	4	3	26
South East Coast of America	Indefatigable	520	1	6	–	–	7	1	21	5	3	30
	Harrier	160	–	1	–	–	1	–	1	–	–	1
	Siren	130	–	2	–	–	2	1	2	3	3	9
	Star	80	–	1	–	–	1	1	3	–	–	4
	Virago	165	–	–	–	–	–	–	–	–	1	1
	Rifleman	80	–	–	–	–	–	–	–	–	–	–
	Spy	65	–	–	–	–	–	1	2	–	–	3
	TOTAL	1,200	1	10	–	–	11	4	29	8	7	48
North America and West Indies.	Euryalus	530	–	2	1	1	4	–	10	–	3	13
	Amphion	342	–	2	–	–	2	–	19	4	1	24
	Termagant	270	1	4	3	1	9	2	5	2	1	10
	Tartar	250	1	–	1	–	2	–	2	–	–	2
	Archer	175	–	–	–	–	–	–	1	–	–	1
	Eurydice	230	–	–	–	–	–	1	5	–	2	8
	Falcon	100	–	1	1	1	3	–	3	–	–	3
	Basilisk	160	–	–	–	–	–	–	–	–	–	–
	Hermes	120	1	2	1	–	4	–	12	1	1	14
	Arachne	145	–	4	–	–	4	–	5	1	1	7
	Daring	130	–	–	–	–	–	–	–	–	–	–
	Espiègle	130	–	1	–	–	1	–	1	–	1	2
	Arab	130	–	–	1	1	2	–	–	–	–	–
	Mariner	130	–	–	–	–	–	–	1	4	3	8
	TOTAL	2,842	3	16	8	4	31	3	64	12	13	92

YEAR 1857.

STATION.	SHIP.	Complement.	Number of Deaths.					Number Invalided.				
			Officers.	Seamen.	Boys.	Marines.	TOTAL.	Officers.	Seamen.	Boys.	Marines.	TOTAL.
West Coast of Africa	Vesuvius	165	–	1	–	–	1	3	4	3	–	10
	Hecate	135	1	1	–	–	2	–	1	–	1	2
	Hecla	135	–	5	2	1	8	1	7	–	3	11
	Trident	100	1	2	–	–	3	2	3	3	2	10
	Alecto	100	–	1	–	–	1	3	3	–	2	8
	Medusa	100	–	1	–	–	1	1	5	–	–	6
	Merlin	100	–	5	1	–	6	1	–	–	–	1
	Firefly	80	–	3	–	–	3	2	1	–	–	3
	Childers	125	–	2	–	–	2	1	3	1	1	6
	Sappho	125	–	–	–	–	–	2	1	–	1	4
	Antelope	65	–	–	–	–	–	–	1	–	1	2
	Myrmidon	55	1	–	1	–	2	1	–	1	1	3
	Bloodhound	55	1	–	–	–	1	–	1	1	1	3
	Teazer	46	–	1	–	–	1	–	–	–	–	–
	Brune	38	–	–	–	–	–	–	2	–	1	3
	TOTAL	1,424	4	22	4	1	31	17	32	9	14	72
Cape of Good Hope	Castor	330	1	4	–	1	6	2	8	1	1	12
	Geyser	160	1	–	–	–	1	2	2	–	1	5
	Hermes	120	–	3	–	–	3	–	5	–	1	6
	TOTAL	610	2	7	–	1	10	4	15	1	3	23
South East Coast of America	Cumberland	650	1	1	–	–	2	2	21	3	3	29
	Harrier	160	–	–	–	–	–	–	3	–	1	4
	Wasp	165	–	–	–	–	–	2	1	1	–	4
	Virago	165	4	8	2	2	16	2	5	1	2	10
	Siren	130	–	–	1	1	2	–	3	1	1	5
	Spy	65	–	–	1	–	1	1	1	–	1	3
	TOTAL	1,335	5	9	4	3	21	7	34	6	8	55

NUMBER of Officers, Seamen, Boys, and Marines who Died, and the Number Invalided, &c.—*continued.*

YEAR 1857—*continued.*

STATION.	SHIP.	Complement.	Number of Deaths.					Number Invalided.				
			Officers.	Seamen.	Boys.	Marines.	TOTAL.	Officers.	Seamen.	Boys.	Marines.	TOTAL.
North America and West Indies.	Indus	650	–	3	–	–	3	1	6	–	4	11
	Tartar	250	1	2	1	1	5	1	3	–	2	6
	Brilliant	240	–	2	–	–	2	1	7	–	1	9
	Falcon	160	–	–	–	–	–	1	1	–	–	2
	Atalanta	130	–	–	–	–	–	–	2	2	1	5
	Basilisk	165	–	–	–	1	1	2	6	1	1	10
	Arachne	145	2	3	–	–	5	1	–	1	4	6
	TOTAL	1,740	3	10	1	2	16	7	25	4	13	49

YEAR 1858.

West Coast of Africa	Vesuvius	165	–	2	1	–	3	2	6	–	2	10
	Conflict	165	1	4	1	–	6	2	13	–	2	17
	Hecla	135	–	1	–	–	1	2	1	1	1	5
	Trident	100	–	1	–	–	1	3	4	–	–	7
	Alecto	100	1	–	–	1	2	1	1	–	–	2
	Medusa	100	–	–	–	–	–	1	6	1	–	8
	Ardent	100	–	–	–	–	–	2	3	3	2	10
	Surprise	91	–	2	–	–	2	1	2	1	–	4
	Childers	125	3	1	–	–	4	2	2	–	–	4
	Heron	130	–	–	–	–	–	–	6	–	–	6
	Triton	75	–	4	–	–	4	–	2	–	–	2
	Pluto	65	–	–	–	–	–	–	2	1	1	4
	Antelope	65	1	–	–	–	1	–	1	1	–	2
	Spitfire	65	–	–	–	–	–	–	2	–	3	5
	Sharpshooter	90	1	3	–	–	4	–	1	–	–	1
	Viper	65	–	–	–	–	–	–	1	–	1	2
	Buffalo	40	–	2	–	–	2	1	3	–	–	4
	Brune	38	–	1	–	–	1	–	2	–	1	3
	TOTAL	1,714	7	21	2	1	31	17	58	8	13	96
Cape of Good Hope	Boscawen	650	–	7	1	3	11	1	7	–	6	14
	Persian	130	–	1	–	–	1	1	1	1	1	4
	Lyra	100	1	3	–	–	4	–	5	–	–	5
	Hermes	120	–	–	–	1	1	1	4	1	–	6
	Lynx	65	–	10	–	–	10	1	2	–	1	4
	TOTAL	1,065	1	21	1	4	27	4	19	2	8	33
South East Coast of America	Harrier	160	–	3	–	–	3	2	7	–	–	9
	Wasp	165	–	2	–	–	2	–	–	–	–	–
	Siren	130	–	4	2	1	7	1	6	1	4	12
	Spy	65	–	1	–	–	1	2	1	–	–	3
	TOTAL	520	–	10	2	1	13	5	14	1	4	24
North America and West Indies.	Indus	650	–	5	2	–	7	–	11	2	10	23
	Leopard	300	4	8	2	2	16	2	4	–	3	9
	Tartar	250	–	8	–	–	8	2	3	1	1	7
	Devastation	160	–	3	–	2	5	–	9	2	1	12
	Basilisk	165	1	2	–	1	4	1	5	1	–	7
	Buzzard	165	–	2	–	–	2	1	8	1	–	10
	Styx	165	1	–	–	1	2	1	6	–	–	7
	Atalanta	130	–	–	–	–	–	–	2	–	–	2
	Arachne	145	–	–	1	–	1	1	–	–	–	1
	Jaseur	41	1	1	1	–	3	–	–	–	–	–
	Jasper	41	–	1	–	–	1	–	–	–	–	–
	Forward	37	1	–	–	–	1	–	1	–	1	2
	Skipjack	37	–	–	–	–	–	–	–	–	–	–
	TOTAL	2,286	8	30	6	6	50	8	49	7	16	80

NUMBER of Officers, Seamen, Boys, and Marines who Died, and the Number Invalided, &c.—*continued.*

YEAR 1859.

STATION.	SHIP.	Complement.	Number of Deaths.					Number Invalided.				
			Officers.	Seamen.	Boys.	Marines.	TOTAL.	Officers.	Seamen.	Boys.	Marines.	TOTAL.
West Coast of Africa -	Vesuvius - - -	165	–	2	–	–	2	3	3	–	–	6
	Archer - - -	170	1	–	–	–	1	4	7	3	4	18
	Trident - - -	100	8	28	3	6	45	4	2	–	–	6
	Medusa - - -	100	–	1	1	–	2	–	–	–	1	1
	Surprise - - -	91	1	3	–	1	5	2	10	–	3	15
	Viper - - -	65	1	1	–	–	2	1	4	–	–	5
	Triton - - -	75	–	3	–	–	3	–	1	–	–	1
	Pluto - - -	65	–	1	–	–	1	1	–	–	–	1
	Antelope - - -	65	–	2	–	–	2	1	1	–	–	2
	Spitfire - - -	65	–	2	–	–	2	1	2	–	–	3
	Sharpshooter - -	90	1	7	1	1	10	–	2	–	2	4
	Buffalo - - -	40	–	1	–	–	1	–	6	–	–	6
	Brune - - -	38	–	–	–	–	–	1	5	1	1	8
	TOTAL - -	1,129	12	51	5	8	76	18	43	4	11	76
Cape of Good Hope - -	Boscawen - -	650	–	2	1	–	3	1	7	–	4	12
	Brisk - - -	190	–	2	–	–	2	–	3	–	–	3
	Falcon - - -	165	–	2	–	1	3	2	6	–	–	8
	Hermes - - -	120	–	–	–	–	–	–	2	–	–	2
	Lyra - - -	100	–	1	–	–	1	1	3	1	1	6
	Persian - - -	130	1	1	–	–	2	–	1	–	2	3
	Lynx - - -	65	2	3	–	–	5	–	2	–	1	3
	TOTAL - -	1,420	3	11	1	1	16	4	24	1	8	37
South East Coast of America.	Leopard - - -	300	–	2	–	1	3	1	3	1	6	11
	Buzzard - - -	165	–	1	–	1	2	–	3	–	–	3
	Siren - - -	130	–	–	2	1	3	–	2	–	1	3
	Spy - - -	65	1	1	–	–	2	–	5	–	2	7
	Oberon - - -	75	–	–	–	–	–	–	–	–	–	–
	TOTAL - -	735	1	4	2	3	10	1	13	1	9	24
North America and West Indies.	Indus - - -	650	–	5	–	1	6	2	5	–	1	8
	Tartar - - -	250	–	–	–	–	–	1	3	–	–	4
	Valorous - - -	220	–	2	–	1	3	–	3	–	1	4
	Devastation - -	160	–	1	1	–	2	1	3	–	–	4
	Basilisk - - -	165	–	3	–	–	3	–	7	–	2	9
	Styx - - -	165	–	–	–	–	–	–	4	1	1	6
	Racer - - -	120	1	1	–	–	2	–	1	–	–	1
	Atalanta - - -	130	2	1	–	–	3	–	–	1	3	4
	Arachne - - -	145	–	1	–	–	1	–	–	1	1	2
	Jasper - - -	41	–	–	–	–	–	–	–	–	–	–
	Skipjack - - -	37	–	–	–	–	–	–	–	–	–	–
	TOTAL - -	2,083	3	14	1	2	20	4	26	3	9	42

RETURN of the Names of HER MAJESTY'S SHIPS employed in the Suppression of the SLAVE TRADE, distinguishing the STATIONS, from the Year 1855 to 1859 inclusive; showing the APPROXIMATE ANNUAL COST of each such Ship.

YEAR 1855.

STATION.	SHIP.	Approximate Annual Cost of each Ship.
		£.
West Coast of Africa -	Scourge - - -	20,782
	Hecate - - -	13,294
	Plumper - - -	9,078
	Childers - - -	9,349
	Britomart - -	5,554
	Ferret - - -	6,569
	Linnet - - -	6,326
	Philomel - -	6,647
	Dolphin - - -	4,685
	Antelope - - -	11,606
	Minx - - -	3,819
	Teazer - - -	4,579
Cape of Good Hope -	Penelope - -	31,077
	Hydra - - -	14,319
	Frolic - - -	9,426
	Nerbudda - -	9,224
	Penguin - - -	3,855

STATION.	SHIP.	Approximate Annual Cost of such Ship.
		£.
South East Coast of America.	Indefatigable - -	33,806
	Express - - -	6,002
	Star - - -	6,387
	Rifleman - -	7,317
	Sharpshooter - -	7,433
	Spy - - -	4,597
North America and West Indies.	Boscawen - -	42,904
	Termagant - -	22,942
	Vestal - - -	16,034
	Eurydice - -	15,952
	Buzzard - - -	16,589
	Argus - - -	16,250
	Medea - - -	16,283
	Daring - - -	9,288
	Espiègle - - -	9.243
	Arab - - -	9,461
	Mariner - - -	9,373
	Wolverine - -	8,201
	TOTAL - - £.	428,251

YEAR 1856.

STATION.	SHIP.	Approximate Annual Cost of each Ship.
West Coast of Africa -	Scourge - - -	19,565
	Alecto - - -	11,779
	Firefly - - -	9,662
	Prometheus - -	11,007
	Childers - - -	9,231
	Sappho - - -	8,927
	Linnet - - -	4,841
	Hecla - - -	13,665
	Merlin - - -	10,987
	Myrmidon - -	5,751
	Bloodhound - -	5,626
	Minx - - -	3,742
	Teazer - - -	4,300
Cape of Good Hope -	Castor - - -	22,090
	Penelope - -	28,150
	Frolic - - -	9,303
South East Coast of America.	Indefatigable - -	33,399
	Harrier - - -	13,632
	Siren - - -	9,294

STATION.	SHIP.	Approximate Annual Cost of such Ship.
South East Coast of America—*cont^d.*	Star - - -	6.312
	Virago - - -	15,657
	Rifleman - - -	7,507
	Spy - - -	4,527
North America and West Indies.	Euryalus - -	38,079
	Amphion - -	27,123
	Termagant - -	22,553
	Tartar - - -	21,934
	Archer - - -	15,244
	Eurydice - - -	15,923
	Falcon - - -	13,419
	Basilisk - - -	16,933
	Hermes - - -	11.820
	Arachne - - -	10,932
	Daring - - -	7,736
	Espiègle - - -	7,691
	Arab - - -	9,340
	Mariner - - -	9,252
	TOTAL - - £.	496,933

YEAR 1857.

STATION.	SHIP.	Approximate Annual Cost of each Ship.
West Coast of Africa	Vesuvius - - -	15,678
	Hecate - - -	12,706
	Hecla - - -	12,588
	Trident - - -	11,818
	Alecto - - -	11,777
	Medusa - - -	10,512
	Merlin - - -	11,632
	Firefly - - -	8,555

STATION.	SHIP.	Approximate Annual Cost of such Ship.
West Coast of Africa —*continued.*	Childers - - -	9,027
	Sappho - - -	8,723
	Antelope - - -	8,484
	Myrmidon - -	5,869
	Bloodhound - -	6,037
	Teazer - - -	4,152
	Brune - - -	3,639

(*continued*)

NAMES of Her Majesty's Ships employed in the Suppression of the Slave Trade, &c.—*continued.*

YEAR 1857—*continued.*

STATION.	SHIP.	Approximate Annual Cost of each Ship.	STATION.	SHIP.	Approximate Annual Cost of each Ship.
		£.			£.
Cape of Good Hope	Castor	21,744	North America and West Indies.	Indus	41,231
	Geyser	14,821		Tartar	21,146
	Hermes	13,057		Brilliant	14,634
South East Coast of America.	Cumberland	40,656		Falcon	9,422
	Harrier	13,076		Atalanta	9,442
	Wasp	12,823		Basilisk	10,557
	Virago	15,593		Arachne	10,752
	Siren	9,122			
	Spy	4,456		TOTAL £.	412,729

YEAR 1858.

West Coast of Africa	Vesuvius	16,667	Cape of Good Hope—*continued.*	Hermes	12,893
	Conflict	16,549		Lynx	6,898
	Hecla	13,076	South East Coast of America.	Harrier	13,369
	Trident	12,003		Wasp	12,951
	Alecto	11,305		Siren	9,086
	Medusa	11,117		Spy	4,439
	Ardent	12,682	North America and West Indies.	Indus	41,100
	Surprise	10,249		Leopard	26,217
	Childers	8,993		Tartar	21,780
	Heron	9,168		Devastation	17,650
	Triton	8,505		Basilisk	16,442
	Pluto	6,514		Buzzard	15,070
	Antelope	9,901		Styx	15,169
	Spitfire	6,655		Atalanta	9,406
	Sharpshooter	7,824		Arachne	10,711
	Viper	7,337		Jaseur	4,598
	Buffalo	5,342		Jasper	4,950
	Brune	3,327		Forward	3,233
Cape of Good Hope	Boscawen	41,293		Skipjack	3,358
	Persian	8,960			
	Lyra	9,215		TOTAL £.	486,002

YEAR 1859.

West Coast of Africa	Vesuvius	15,860	South East Coast of America.	Leopard	28,566
	Archer	15,283		Buzzard	15,554
	Trident	11,460		Siren	9,183
	Medusa	10,284		Spy	4,469
	Surprise	10,543		Oberon	9,876
	Viper	7,299	North America and West Indies.	Indus	41,173
	Triton	9,388		Tartar	19,974
	Pluto	6,647		Valorous	21,778
	Antelope	9,704		Devastation	14,245
	Spitfire	6,677		Basilisk	17,562
	Sharpshooter	8,435		Styx	16,466
	Buffalo	5,691		Racer	10,751
	Brune	3,412		Atalanta	9,503
Cape of Good Hope	Boscawen	41,710		Jasper	5,105
	Brisk	16,469		Skipjack	3,446
	Falcon	13,179		Arachne	10,779
	Hermes	12,300			
	Lyra	9,655			
	Persian	9,057			
	Lynx	6,719		TOTAL £.	468,202

R. M. Bromley,
Accountant General of the Navy.

SLAVE TRADE.

RETURN of the Names of HER MAJESTY'S SHIPS employed in the Suppression of the SLAVE TRADE, distinguishing the Stations, from the Year 1855 to the Year 1859 inclusive; and, STATEMENT showing the Number of Deaths, and the Number Invalided, of OFFICERS, MEN, and BOYS belonging to the several Ships; &c.

(*Lord Alfred Churchill.*)

STATEMENT showing the Approximate ANNUAL COST of each of HER MAJESTY'S SHIPS employed in the Suppression of the SLAVE TRADE, from the Year 1855 to the Year 1859 inclusive.

(*Mr. Hope.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1861.

250.

Under 2 oz.

SLAVE VESSELS.

RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1861;—*for*,

A RETURN "of Slave Vessels captured by Her Majesty's Vessels of War during the Years 1855, 1856, 1857, 1858, and 1859, stating:—

"1. Name, Tonnage, Number of Crew, and under what Flag (if any):

"2. By what Vessel captured, and where:

"3. Number of Negroes on Board, and how disposed of:

"4. Total amount of Prize Money paid to Captors in each of the abovementioned Years."

Admiralty,
13 May 1861.

C. H. PENNELL,
Chief Clerk.

(*Lord Alfred Churchill.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1861.

A RETURN of SLAVE VESSELS Captured by HER MAJESTY'S VESSELS of WAR during the Years 1855, 1856, 1857, 1858, and 1859.

Date of Capture.	NAMES of SLAVE VESSELS.	Tons.	Number of Crew.	Under what Flag, if any.	By what Cruizer Captured.	WHERE CAPTURED.	Number of Negroes on Board.	HOW DISPOSED OF, &c.	Amount paid to Captors for Vessels Captured during each Year.
1855:									£. s. d.
19 June	Brig, without name	222	-	None	Ferret	River Pongas	none	Condemned at Sierra Leone	1,833 5 11
3 Aug.	Fernando Po	250	14	Spanish	Dolphin and Minx	Accra	none	ditto - - ditto	
19 Oct.	Effort	97	5	None	Plumper	Kabenda	90	Destroyed; negroes sent to St. Helena	
1856:									
1 Jan.	Brigantine, unknown (Supposed Chatsworth).	182	-	None	Hecate	Lat. 6 deg. 14 min., Long. 2 deg. 20 min. E.	none	Condemned at Sierra Leone	2,420 2 4
27 April	Schooner, name unknown.	140	-	None	Dolphin	Three miles south of Molumbo, West Coast of Africa	none	Destroyed	
19 May	Ditto - ditto	-	-	None	Myrmidon	Rio Pongas	none	Condemned at Sierra Leone	
7 June	Roberts	110	9	None	Teazer	Lat. 6 deg. 45 min. S., Long. 10 deg. 31 min. E.	none	ditto - - ditto	
1857:									
12 April	Zeldina	67	10	No flag	Arab	Off Coast of Cuba	362	Sent to Port Royal, Jamaica	36,019 7 6
16 ,,	Adams Grey	150 to 200	12	ditto	Prometheus	Lat. 5 deg. 6 min. N., Long. 3 deg. 40 min. E.	none	Condemned at Sierra Leone	
9 May	Panchita	-	-	United States	Sappho	In River Congo	none	Delivered to United States Government at New York	
29 June	Jupiter	167	12	No flag	Antelope	Praya Nova	70	Condemned at Sierra Leone	
1 Aug.	Abbot Devereux	115	22	Spanish	Teazer	Lat. 5 deg. 10 min. N., Long. 3 deg. 57 min. E.	226	ditto - - ditto	
5 ,,	Schooner, name unknown.	106	-	No flag	Myrmidon	Lat. 5 deg. 32 min. S., Long. 10 deg. 16 min. E.	none	ditto - - ditto	
22 ,,	William Clark	181	-	ditto	Firefly	Little Popoe	none	ditto - - ditto	
24 ,,	Eliza Jane	270	9	ditto	Alecto	Off Kabenda	none	Sent to Sierra Leone	
27 ,,	Conchita	350	-	Spanish	Firefly	Off Whydah	none	ditto	
29 ,,	Kabenda Boat	11	5	No flag	Alecto	-	none	Destroyed	
2 Sept.	Barque, name unknown.	350	-	ditto	Alecto	Bay of Kabenda	none	Condemned at Sierra Leone	
3 ,,	Joseph H. Record	167	23	ditto	Antelope	Bight of Benin	191	ditto - - ditto	
18 ,,	Charles	1,088	-	ditto	Sappho	Near Snake's Head	358	Run on shore to escape capture, and was destroyed. Said to have 1,200 slaves on board; 358 only released	
13 ,,	Onward	199	17	ditto	Alecto	Off Snake's Head	none	Condemned at Sierra Leone	
10 ,,	Schooner, name unknown.	141	8	ditto	Sappho	Near Snake's Head	none	Destroyed as unseaworthy	
8 Oct.	Bremen	185	-	ditto	Vesuvius	Off Snake's Head	none	Condemned at Sierra Leone	
4 ,,	Brigantine, name unknown.	206	-	ditto	Myrmidon	Lat. 6 deg. 50 min. S., Long. 12 deg. 5 min. E.	none	ditto - - ditto	
14 ,,	Launch	16⅔	6	ditto	Vesuvius	Off Kabenda	50	ditto - - ditto	
14 ,,	Ditto	16⅔	5	ditto	Vesuvius	ditto	52	ditto - - ditto	
9 ,,	Name unknown	145	-	ditto	Vesuvius	Lat. 6 deg. 35 min. S., Long. 12 deg. 15 min. E.	none	ditto - - ditto	
15 ,,	Lewis M'Lane	176	-	ditto	Alecto	Off Kelongo River	none	ditto - - ditto	
26 ,,	Clara B. Williams	331	-	ditto	Alecto	Lat. 4 deg. 8 min. S., Long. 11 deg. E.	none	ditto - - ditto	
23 Nov.	Lucia	177	-	ditto	Alecto	4 deg. W. off Point Padion	603	Condemned at St. Helena; 149 slaves died	
6 Dec.	Niagara	180	-	ditto	Hecate	Loango Bay	none	Condemned at Sierra Leone	
6 ,,	Schooner, name unknown.	106	-	ditto	Antelope	-	-	ditto - - ditto	

1858:									
27 Feb.	Wintermaych	96	-	No flag	Conflict	Lat. 6 deg. N. S., Long. 12 deg. 9 min. E.	none	Condemned at Sierra Leone	35,467 19 -
12 Mar.	Almeida	225	-	ditto	Conflict	Lat. 5 deg. 45 min. S., Long. 10 deg. 50 min. E.	none	- ditto - - ditto	
22 ,,	Robt. M. Charlton	149	-	ditto	Medusa	Lat. 4 deg. 48 min. S., Long. 11 deg. 19 min. E.	none	- ditto - - ditto	
29 May	Lydia Gibbs	150	18	ditto	Trident	Lat. 6 deg. 13 min. N., Long. 2 deg. 1 min. E.	none	- ditto - - ditto	
11 June	Angeline of Prospect	107	11	ditto	Conflict	Lat. 5 deg. 56 min. S., Long. 11 deg. 56 min. E.	none	Condemned at St. Helena	
2 July	Governor of Paris	219	16	ditto	Heron	Lat. 4 deg. 43 min. S., Long. 10 deg. 48 min. E.	none	- ditto - - ditto	
9 July	Mary Elizabeth	118	15	ditto	Heron	At Loango, West Coast of Africa	none	- ditto - - ditto	
20 June	St. Andrew	104	-	ditto	Viper	Off River Congo	none	- ditto - - ditto	
15 April	Schooner, name unknown.	112	-	ditto	Alecto	Off Cape Verga, West Coast of Africa	none	Condemned at Sierra Leone	
16 ,,	Cortes	176	-	ditto	Forward	Coast of Cuba	none	Condemned at Jamaica	
18 ,,	Minatouka	221	-	ditto	Heron	Lat. 4 deg. 15 min. S., Long. 10 deg. 40 min. E.	none	Condemned at Sierra Leone	
28 ,,	A canoe	-	-	ditto	Medusa	In River Congo	33	Condemned at St. Helena	
21 Mar.	Juanita	-	-	Spanish	Styx	Lat. 23 deg. 21 min. N., Long. 81 deg. 25 min. W.	none	Liberated at Havana	
22 ,,	Emilia	590	-	No flag	Styx and Jasper	Coast of Cuba	none	-	
5 May	General Scott	125	-	ditto	Teazer	Lat. 5 deg. 35 min. N., Long. 9 deg. 49 min. E.	none	Condemned at Sierra Leone	
20 ,,	Flor de Mozambique	81	21	Portuguese	Lyra	Lat. 15 deg. 50 min. S., Long. 40 deg. 22 min. E.	none	Restored at Cape of Good Hope	
30 July	Vessel, name unknown	112	-	No flag	Lyra	Off Mohille, East Coast of Africa	none	Run ashore and burnt	
4 Aug.	- - ditto	94½	-	ditto	Lyra	Off Comoro Island, ditto	none	- ditto - ditto	
16 ,,	Fate Wabrukne, or Emelade.	77	8	Portuguese	Lyra	Lat. 17 deg. 20 min. S., Long. 39 deg. 30 min. E.	none	Restored at Cape of Good Hope	
24 ,,	Zoohoura	145	18	Muscat	Lyra	Off Angoxa River, East Coast of Africa	115	-	
31 ,,	Two dhows, name unknown	156 and 120	-	No flag	-	Ditto - - - ditto	-	Burnt	
6 Sept.	Esperança	81	14	Portuguese	Lyra	Lat. 16 deg. 18 min. S., Long. 39 deg. 50 min. E.	none	Restored at Cape of Good Hope	
15 ,,	Schooner, name unknown.	171	-	No flag	Viper	Off Kilongo Bay, West Coast of Africa	-	Condemned at Sierra Leone	
11 Oct.	Rufus Soulé	173	16	ditto	Viper	Off Banda Point, ditto	-	Condemned at St. Helena	
1859:									
12 Jan.	Brig, name unknown	288	-	No flag	Archer	Brass River, West Coast of Africa	none	Destroyed as unseaworthy	19,405 4 11
16 ,,	Dorado	76	-	ditto	Sharpshooter	Off Lagos, ditto	none	Condemned at Sierra Leone	
4 Feb.	Brig, name unknown	197	17	ditto	Triton	Off Kilongo, ditto	none	Adjudicated at St. Helena	
9 April	Barque, ditto	220	-	ditto	Heron	Lat. 10 deg. 4 min. S., Long. 8 deg. 36 min. W.	none	Condemned at Sierra Leone	
4 May	Regla	150	14	ditto	Triton	15 miles off Mesel, West Coast of Africa	none	Adjudicated at St. Helena	
15 June	Amanda and Marie	250	-	ditto	Antelope	Off Loango, ditto	none	Adjudicated at Sierra Leone	
15 ,,	Rosa	180	-	ditto	Viper	Lat. 1 deg. 46 min. S., Long. 6 deg. 29 min. E.	none	Destroyed as unseaworthy	
12 July	Three feluccas	-	-	ditto	Vesuvius	Off Red Point, West Coast of Africa	none	- ditto - - ditto	
15 ,,	Esperanza	160	-	ditto	Pluto	Off Kabenda, ditto	none	Adjudicated at St. Helena	
23 ,,	Stephen J. Townshend	-	-	ditto	Archer	Off Banda Point, ditto	none	Adjudicated at Sierra Leone	
9 Aug.	Laura	-	-	Mexican	Archer	Ditto - - ditto	none	Adjudicated at Vera Cruz	
17 ,,	Schooner, name unknown.	-	-	No flag	Triton	Batie Fonda, ditto	none	Adjudicated at St. Helena	
18 ,,	- - ditto	-	-	ditto	Archer	Mayumba Head, ditto	none	Destroyed as unseaworthy	
3 Sept.	Two launches	-	-	ditto	Pluto	Kabenda Bay, ditto	none	- ditto - - ditto	
18 ,,	Barque, name unknown	-	20	ditto	Conflict	Lat. 1 deg. 35 min. N., Long. 10 deg. 10 min. W.	none	Adjudicated at Sierra Leone	
19 ,,	A dhow	-	-	ditto	Lynx	Off Angoxa, East Coast of Africa	none	Destroyed as unseaworthy	
20 ,,	Lillie Mills	-	-	ditto	Archer	Off Ambirgit, West Coast of Africa	none	Adjudicated at St. Helena	
24 ,,	Eloisa	-	-	ditto	Archer	Lat. 6 deg. 44 min. S., Long. 12 deg. 10 min. E.	none	- ditto - - ditto	
26 ,,	J. Harris	-	-	ditto	Spitfire	Off Jackin, West Coast of Africa	500	Condemned at Sierra Leone	
9 Oct.	A dhow	-	-	-	Lynx	Kiswara Bay, East Coast of Africa	68	Destroyed as unseaworthy	
4 Nov.	Tavernier	150	9	No flag	Viper	Off Meula, West Coast of Africa	518	Condemned at St. Helena	
30 ,,	Orion	440	21	ditto	Pluto	Lat. 4 deg. 15 min. S., Long. 9 deg. 30 min. E.	888	Adjudicated at St. Helena	
2 Dec.	Echo	-	37	ditto	Lyra	Ibo, East Coast of Africa	-	Adjudicated at Simon's Bay	
13 ,,	El Rosarito	170	-	Mexican	Arrogant	Lat. 1 deg. 46 min. N., Long. 1 deg. 39 min. W.	-	Adjudicated at Sierra Leone	
24 ,,	Dos Hermanos	200	10	No flag	Triton	Lat. 7 deg. 17 min. S., Long. 12 deg. 14 min. E.	none	Adjudicated at St. Helena	

Admiralty, 23 April 1861.

SLAVE VESSELS.

RETURN of Slave Vessels captured by Her Majesty's Vessels of War, during the Years 1855, 1856, 1857, 1858, and 1859; &c.

(*Lord Alfred Churchill.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1861.

251.

Under 1 *oz.*

L-48 20,000 QCP112 21/3/29 HMV (31239)

UNIVERSITY OF LONDON,
South Kensington, S.W. 7.

University Library.

This Book should be returned not later than the date last stamped below.

29 JAN '30

31 DEC 1933